



United States Army Logistics Transformation Agency

LTA Business Process Redesign Laboratory

Class III (B) Tactical Current Force



Demonstration Legend



Clicking on the back arrow will return the user to the previous slide.



Clicking on the “I” will provide specific slide information.



Clicking on the “M” button will return the user to the Model Characteristics page.



Clicking on the “G2” button will return the user to the G2 Legend.



Clicking on the stop sign will exit the user from the PPT show.



Clicking on the forward arrow will move the user to the next slide.



Clicking on the U-turn arrow will return user to the previously viewed slide.



Clicking on the “L” button will return the user to the Demonstration Legend.



Clicking on the “G” button will return the user to the Glossary of Acronyms

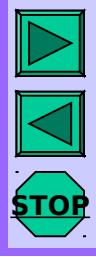


Clicking on the back arrow and bar will return the user to the previous slide viewed.



Army Logistics Process

Class III (B) - Tactical Current Force



- Introduction
 - Purpose
 - Model Interpretation
- Detailed Logistics Walk Through



Model Premises

- “As is”
 - As stated by policy and doctrine
 - Base capability for future “what-if” analysis
- Class III (Bulk) Tactical Overseas Theater
- Generated through participation of functional experts



Model Premises

- A What we did was to look at the “As Is” doctrine and process for the supply of bulk petroleum in an overseas tactical theater environment. Procedures and support structure outlined here apply to the current Legacy force and do not address changes in concept for support and support structure for the Interim, Force XXI, or Objective Force. As a basis for laying down this process, current Army Field Manuals, Army Regulations, DA Pamphlets, Joint Publications, and DoD Directives and Manuals were researched.
- C Discussions with functional experts in the field were used to expand on or validate researched procedures. Activities contacted and who contributed to the development of this process lay down included CASCOM, QM School, USAPC, 49th QM Group, DESC, and Divisional or Corps POCs.
- G



Model Characteristics

OBJECTIVE:

- To capture the U.S. Army's end-to-end Class III logistics process in a visualization model. To measure the consumption and operational constraints on the delivery of fuel based on changing resources, operational budgets, unit size, distance, and days in operation.

APPROACH:

- Develop the Class III Model to reference the real world aspects of the U.S. Army's petroleum process and clearly demonstrate the usage and the accountability of fuel.

CAPABILITIES:

- Variables within the model such as organizational size, number of organizations, distance, support organizations, refueling equipment, constraints on delivery time, consumption factors, and other values can all be adjusted to obtain output data. Output data from the model based on run time can be collected on Excel Spreadsheets to exhibit multiple data elements in a variety of fields, for example:

1. Beginning Inventory
2. Fuel on hand
3. Fuel received
4. Fuel issued
5. Cost of fuel both issued and received
6. Ending Inventory

CLASS III-PROCESS-EXPLANATION



Class III Process Explanation

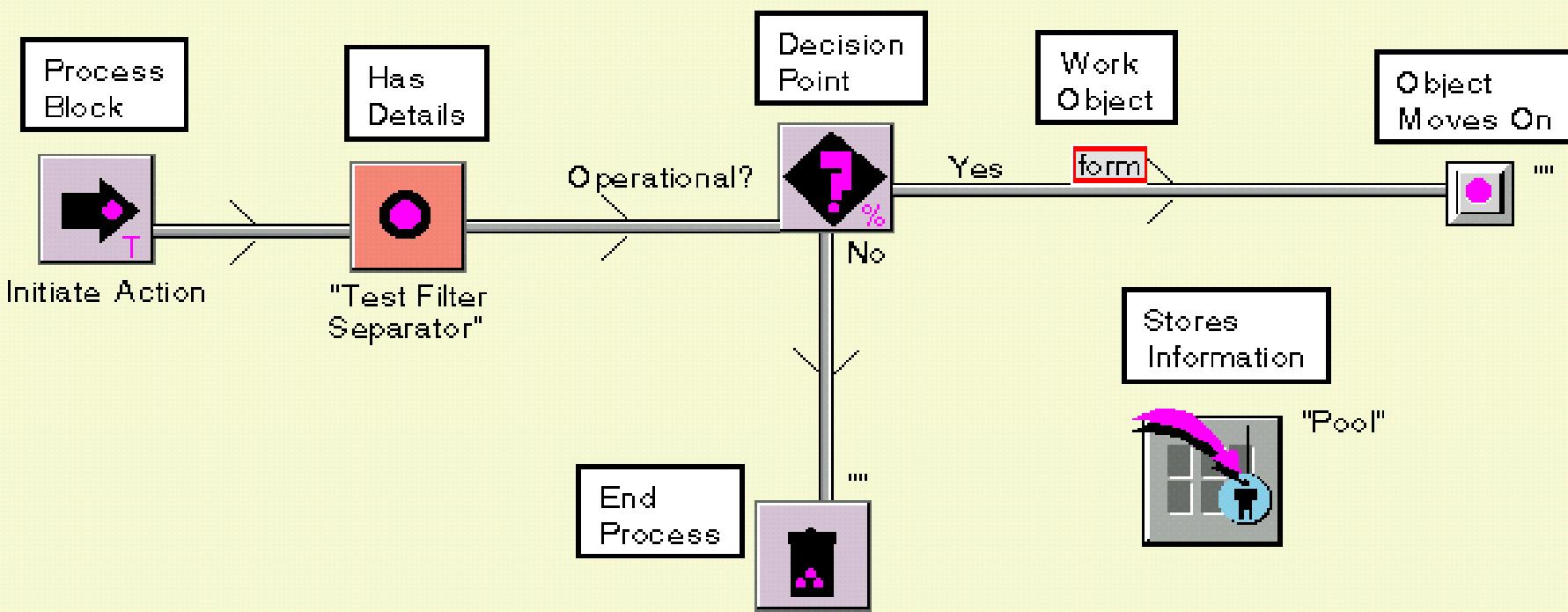


Process blocks represent steps in the process.

Work objects flow between process blocks.

When a work object reaches "the end" of a workspace, it moves to another workspace.

Salmon-colored blocks contain detail of tasks on a separate workspace.





We used the G2/ReThink model and simulation software to develop our model. To understand the model, you will need to be familiar with some of the G2/ReThink conventions, such as process blocks and paths used in laying out the procedures. This chart highlights these conventions:

-The **Process Block** here is used to initiate an action.

-The second block is a **Task Block**. It is **Salmon** colored to indicate underlying detail.

Decision Points provide for branches in the process.

Work Objects flow between processes in the model.

Pools are collecting points for information (storage of records associated with completed steps in processes) or other things such as equipment.

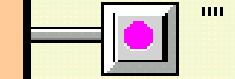
The last block is a **Connector**, used to show linkage within the dynamic, interactive model. It takes you into the next workspace.)

Process
Block

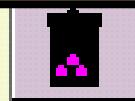


Initiate Action

Object
Moves On



Process





Class III Legend

Description of Working Objects Produced by The Model.



H MM W V
Operator/Customer

DA 3644

DA Form 3644,
Monthly Abstract of
Issues.
Used to compile all
entries from the Daily
Issue Register for the
month. This form is
updated daily.



Monetary obligation.
Generated to fulfill
financial obligations
for POL delivery.



M978 HEMTT
Bulk Fuel All-Terrain Vehicle
Has tank capacity of 2500 gallons

Electric Key

Electronic Key
Automated Process.
Functions as an computerized
DA Form 3643.

DA FORM
4702-R

(MBPAS)
Monthly Bulk Petroleum
Accounting Summary.
Used by units to record
receipts, issues, and inventory
gains and losses of POL.



Military refueling Vehicle 5000
gallon tank fuel capacity.

Credit
SLIP

Receipt generated from
the Fleet Credit Card used
for POL Purchases off post

ADJUSTMENTS



Text Describing Policy.



Commercial Refueling
Vehicle

Fleet Card Report
Monthly

Fleet Card Monthly Report
submitted monthly to reflect
total Fleet Card Purchases.

Air Unit
UNIT
UNIT

Salmon Colored Blocks can
contain several layers of information,
in order to depict meticulous detail



Tracked Vehicle
Representation.

Bulk Fuel
Request

DA Form 2765-1,
DD Form 1348, etc.
Bulk Fuel Request
Submitted to replenish
fuel requirements.

UNIT

DA 3643

DA Form 3643
Daily Issue Register.
Records all issues
into a consumable unit

DD 1155

DD Form 1155
Used to contract
for bulk fuel requirements
from commercial sources.

Blue colored paths depict record-keeping
and fiscal interaction at the wholesale level.
Gray paths will support Both paper and vehicle
travel from one agency to another.





Glossary of Acronyms



A LTA	G2 Modeling Text not acronym	DISCOM	Division Support Command	PC&S	Post, Camp and Station Program
ACR	Armored Cavalry Regiment	DLA	Defense Logistics Agency	POLCAP	Bulk Petroleum Capabilities Report
ACSA	Acquisition Cross Service Agreement	DMMC	Division Materiel Management Center	PORTS	Paperless Ordering & Receipt Transaction Screens
ADP LISTING	Automated Data Processing Listing	DOD	Management of Bulk Petroleum Products	PORTS	Paperless Ordering & Receipt
APC	Army Petroleum Center	DP	Distribution Plan	RCS	Report(s) Control System
API	American Petroleum Institute	DP	Distribution Plan	RCS	Report(s) Control System
					Reporting Emergency Petroleum, Oils, and Lubricants; Petroleum Damage and Deficiency Report
ASB	Aviation Support Battalion	DPA	Distribution Plan Authorization	REPOL	
AVFUEL	Aviation Fuel	DPA	Distribution Plan Authorization	RIK	Replace-In-Kind
AVGAS	Aviation Gas	DRMO	Defense Reutilization Marketing Office	ROM	Refuel On the Move
BPWRS	Bulk Petroleum War Reserve Stocks	DRMO	Defense Reutilization Marketing Office	RSN	Role Specialist Nation
BRRP	Brigade/ or Battalion Rapid Refueling Point	DS	Direct Support	SAPO	Sub-Area Petroleum Office
BSA	Brigade Support Area	DSU	Direct Support Unit	SIOATH	Source Identification Ordering Authority
CIS	Contract Information System	FARE	Forward Area Refueling Equipment	TDA	Table of Distribution & Allowances
CLIN	Contract Line Item Number	FARP	Forward Arming and Refuel Point	TO&E	Table of Organization & Equipment
COSCOM	Corps Support Command	FOB	Free On Board	TPT	Tactical Petroleum Terminal
CRRP	Company Rapid Refueling Point	FOB	Free On Board	TSC	Theater Support Command
CSB	Corps Support Battalion	FSB	Forward Support Battalion	USAPC	U. S. Army Petroleum Center
CSS	Combat service Support	FSSP	Fuel System Supply Point		
DADS	DFAMS Asynchronous Dial-up System	GS	General Support		
DASB	Division Aviation Support Battalion	HTARS	Hot Tactical Aircraft Refueling Systems		
DCMC	Defense Contract Management Command	IAW	In Accordance With		
DESC	Defense Energy Support Center	IMP	Inventory Management Plan		
DESCI 4220.1	Requirements Submission Schedule for Energy Commodities & Related Services	IPDP	Inland Petroleum Distribution Plan		
DFAMS	Defense Fuels Automated Management Systems	IPDS	Inland Petroleum Distribution System		
DFSP	Defense Fuel Support Point	J P8	Name of multiple equipment Fuel Blend		
DIC	Document Identifier Codes Transaction Screens	J PO	Joint Petroleum Officer/Office		
P20	Contractor Shipment	LOC	Line Of Communications		
P21	Shipment to a Service or Agency	LOGPAC	Logistics Packages		
P22	Shipment to a DFSP from a DFSP	MBPAS	Monthly Bulk Petroleum Accounting Summary		
P2B	Defuel	MIPR	Interdepartmental Purchase Request		
P30	Receipt from Contractor	MIPR	Request		
P32	Receipt by a DFSP from a DFSP	MMC	Material Management Center		
P41	Physical Inventory	MSB	Main Support Battalion		
P42	Inventory Adjustments	MSC	Military Sealift Command		
P43	Condition/Identity Change	OPDS	Off-Shore Petroleum Distribution System		



Class III Legend

Description of Working Objects Produced by The Model.

DA 3844

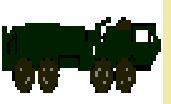
**D.A. Form 3844,
Monthly Abstract of
Issues.
Used to compile all**



Monetary obligation
Generated to fulfill
financial obligations



НМН
Оле



M975
Bulk P
Hast



108



3

The Legend provides a description of the Work Objects which appear when the model is activated. There is underlying information associated with the work objects, attributes such as the fuel consumption rates and fuel capacities for vehicles, along with kilometers traveled, or quantity of fuel received and cost for the documents to include other pertinent information. Different colored paths are used to depict vehicular and information flows between levels. The Salmon colored blocks can contain several layers to show meticulous detail about a process. There are also text blocks which provide additional detail about a process.

We will now proceed to a detailed walk-through of the model.



Tracked Vehicle Representation.



DA Form 3643
Daily Issue Register.
Records all issues
into a consumable unit.



DA Form 2765-1,
DD Form 1348, etc.
Bulk Fuel Request
Submitted to replenish
fuel requirements.

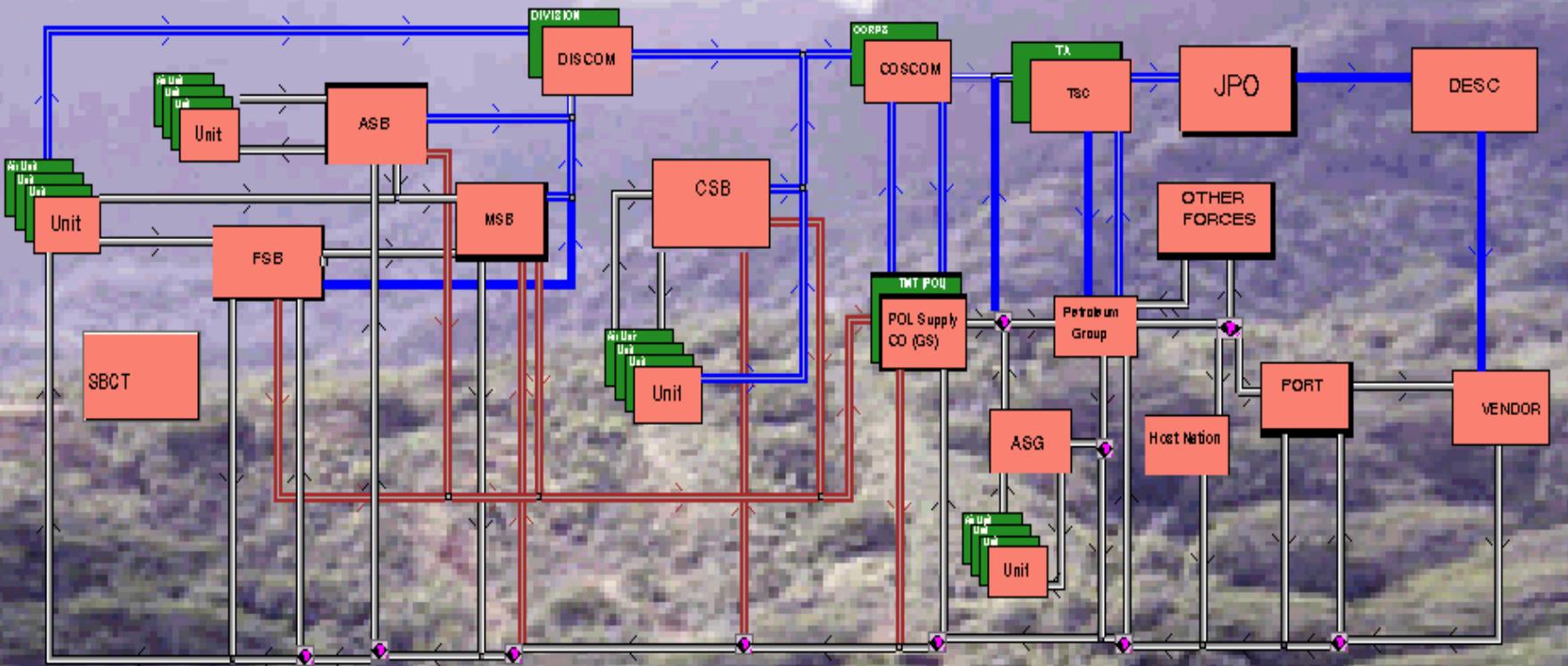


DD Form 1155
Used to contract
for bulk fuel requirements
from commercial sources.

Blue colored paths depict record-keeping and fiscal interaction at the wholesale level. Gray paths will support both paper and vehicle travel from one agency to another.



Division Corps Theater Industry



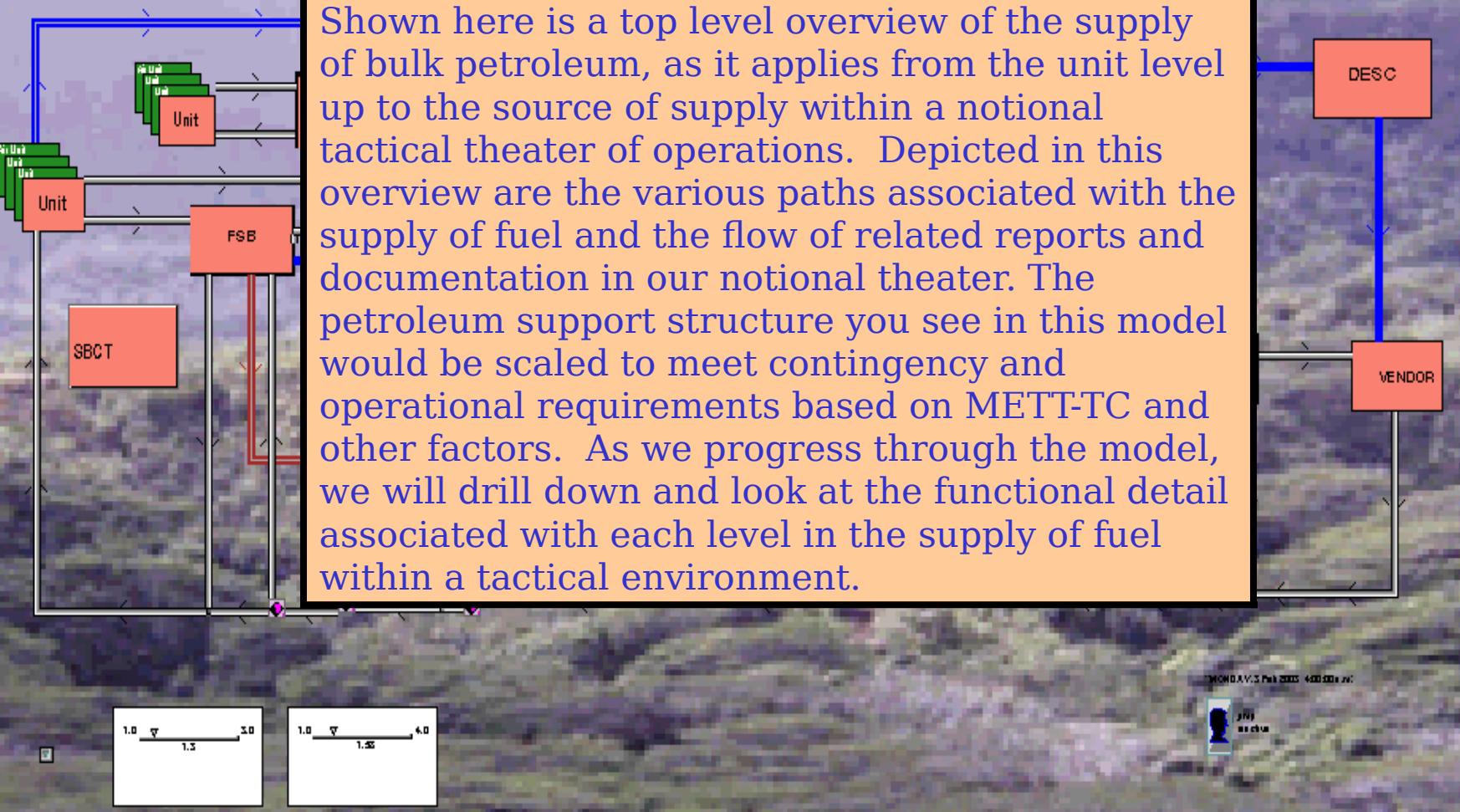
MONDAYS 3 PM - 2005 4000 5000 6000



MESSAGE-BOARD



Division Corps Theater Industry



Shown here is a top level overview of the supply of bulk petroleum, as it applies from the unit level up to the source of supply within a notional tactical theater of operations. Depicted in this overview are the various paths associated with the supply of fuel and the flow of related reports and documentation in our notional theater. The petroleum support structure you see in this model would be scaled to meet contingency and operational requirements based on METT-TC and other factors. As we progress through the model, we will drill down and look at the functional detail associated with each level in the supply of fuel within a tactical environment.

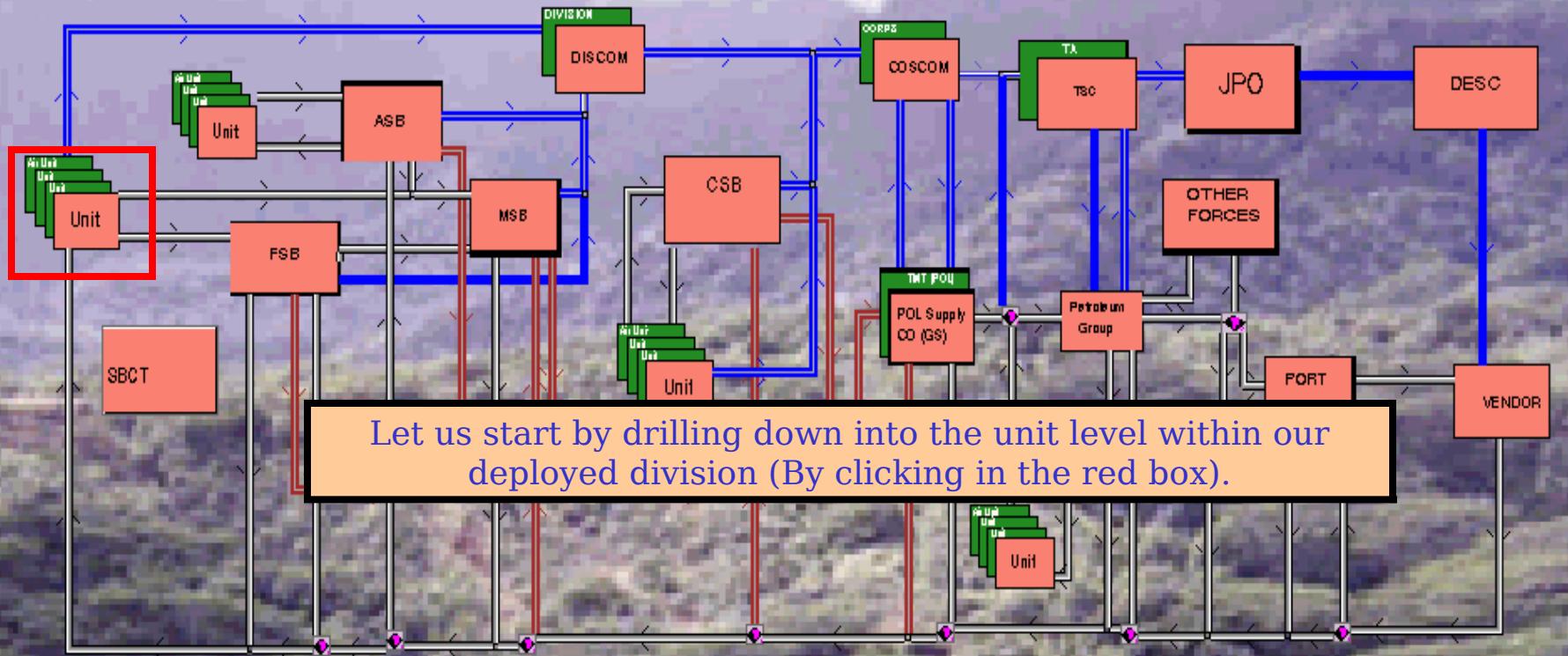


MESSAGE-BOARD



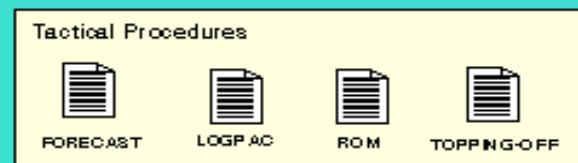


Division Corps Theater Industry

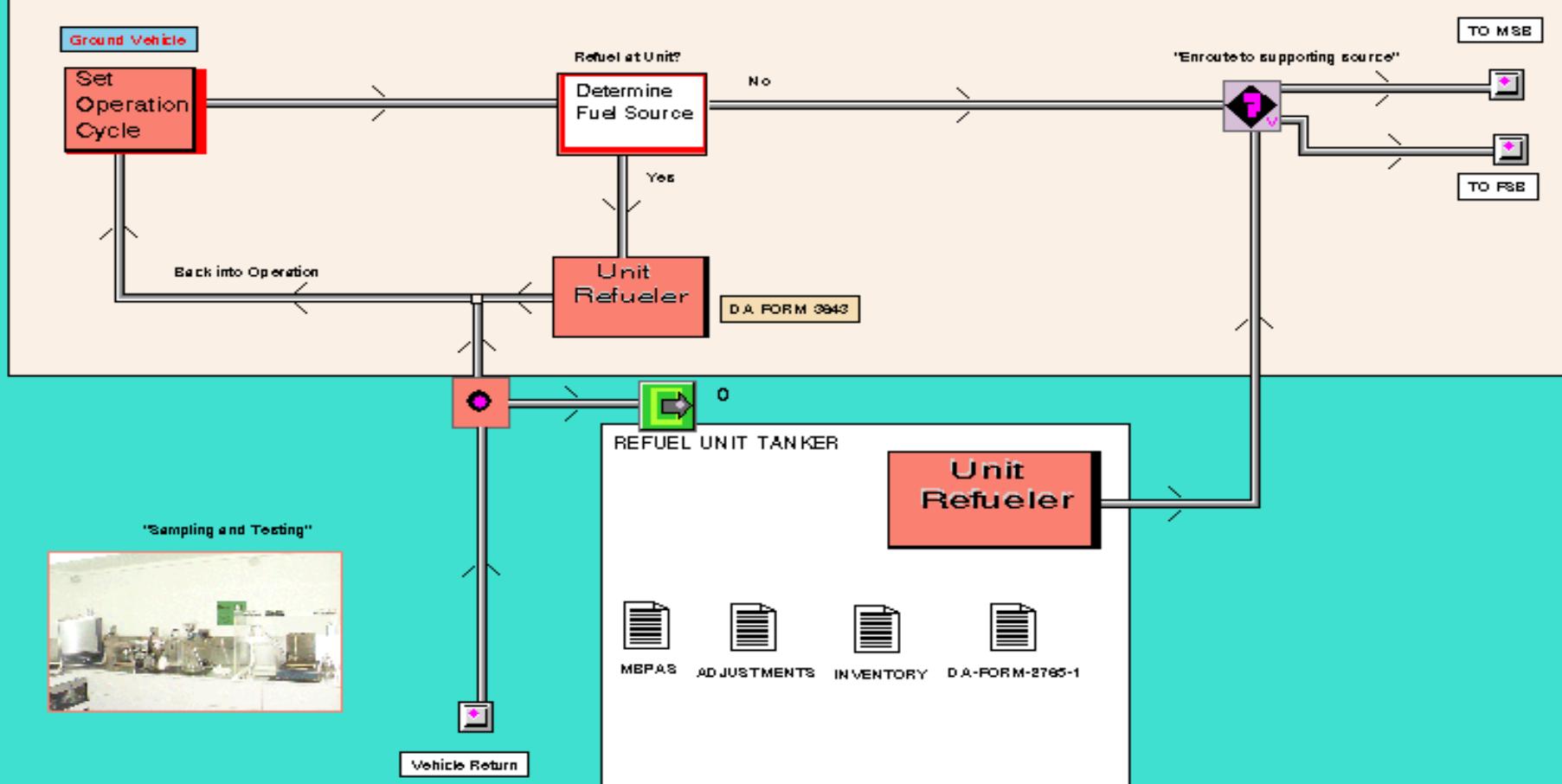


Let us start by drilling down into the unit level within our deployed division (By clicking in the red box).



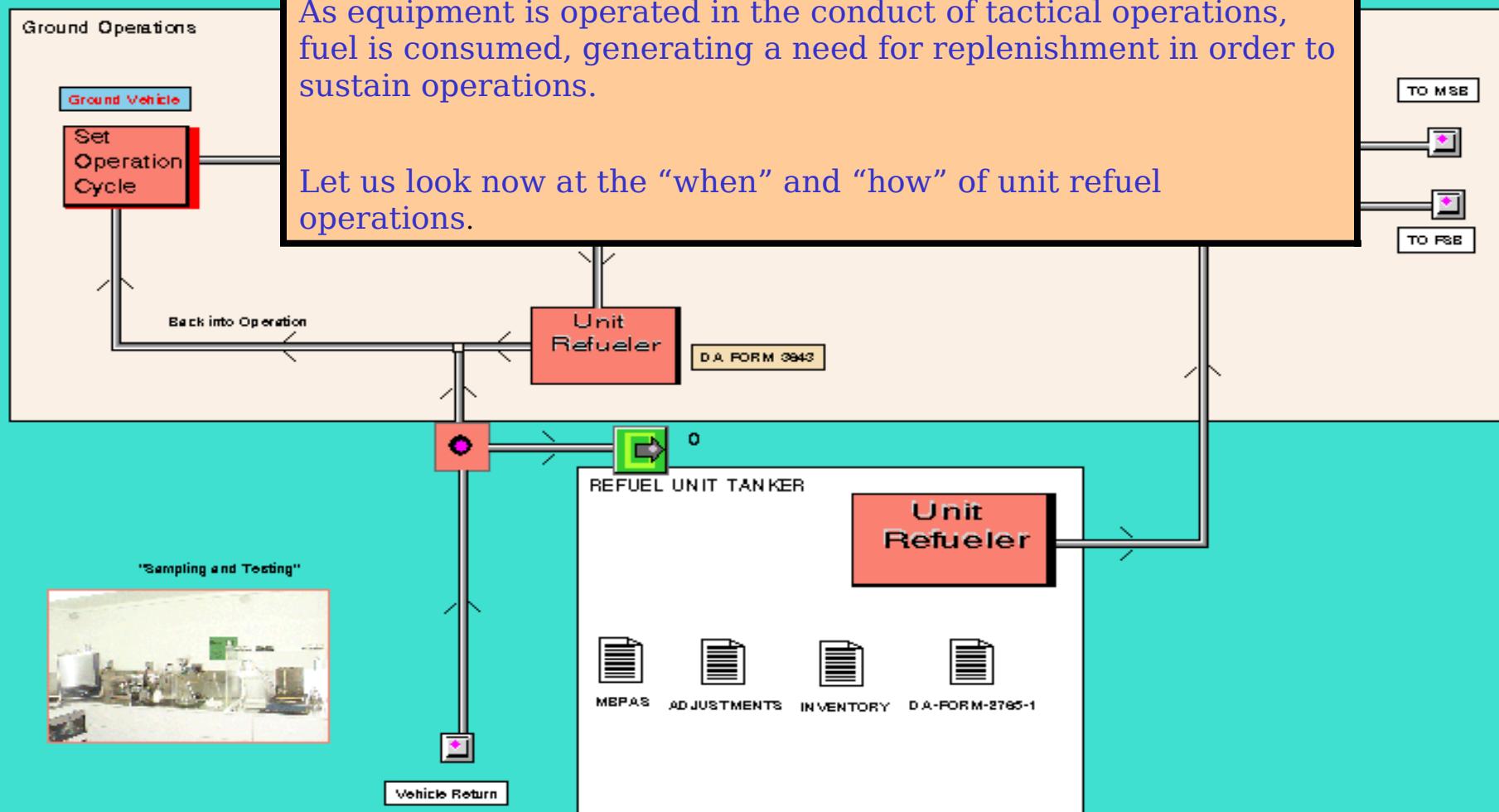


Ground Operations





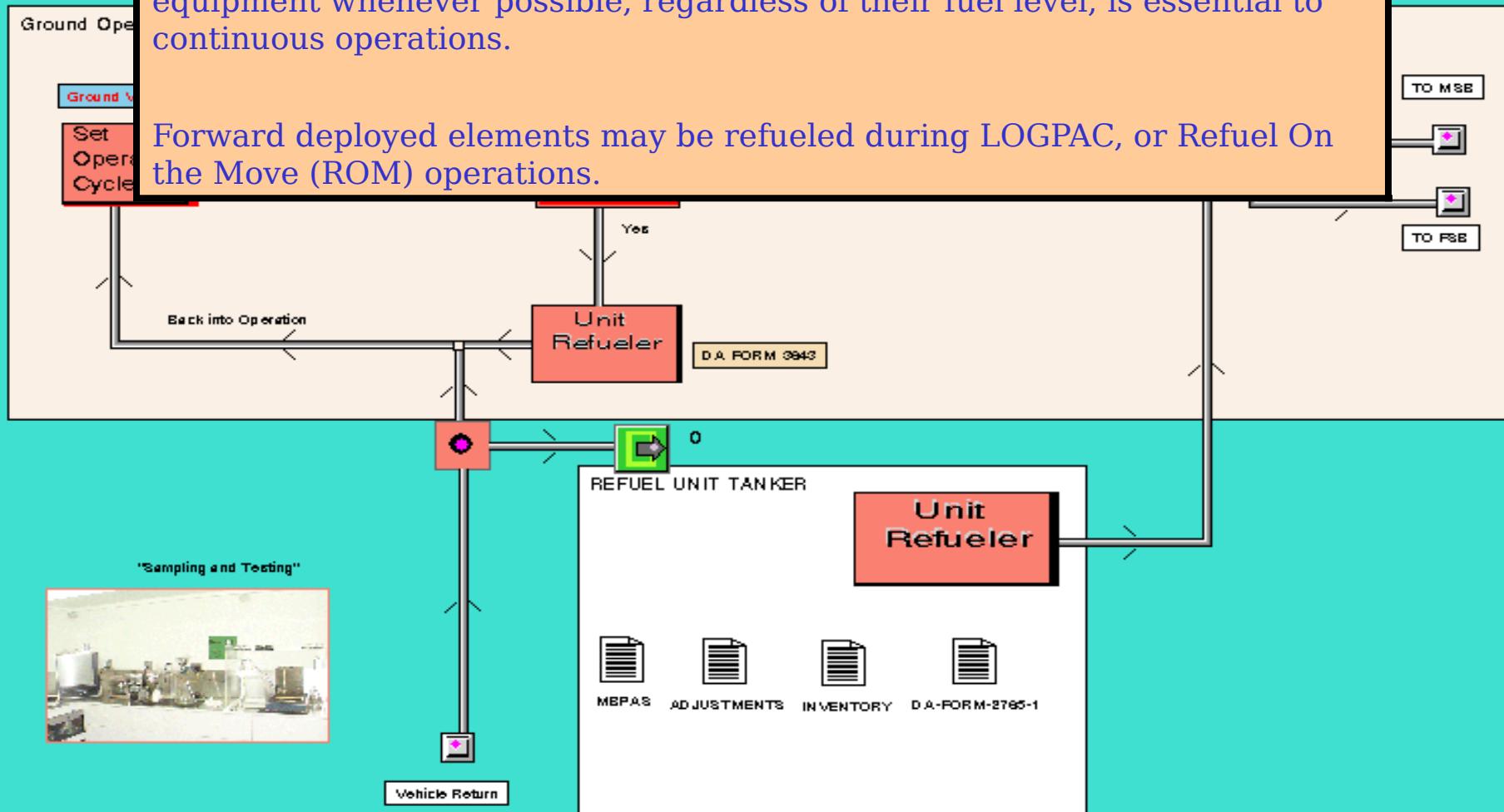
Click red box if you want to return to Top Level

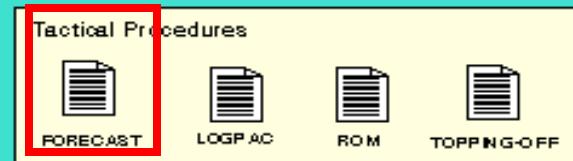




As a general rule during tactical operations, topping off vehicles and equipment whenever possible, regardless of their fuel level, is essential to continuous operations.

Forward deployed elements may be refueled during LOGPAC, or Refuel On the Move (ROM) operations.





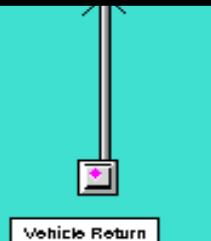
In a tactical environment, bulk fuel is pushed forward in the theater in response to forecasted requirements. Forecasts project the amount of fuel that needs to be supplied through each level to sustain planned operations.

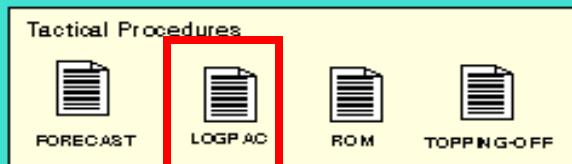
Forecasting begins with the unit.

Fuel status for the forecast is initiated at the platoon or company level and reported daily as prescribed by unit Standard Operating Procedure (SOP) or directive from higher headquarters. On-hand assets include the amount of fuel remaining in the vehicle/equipment fuel tanks as well as in unit refuelers.

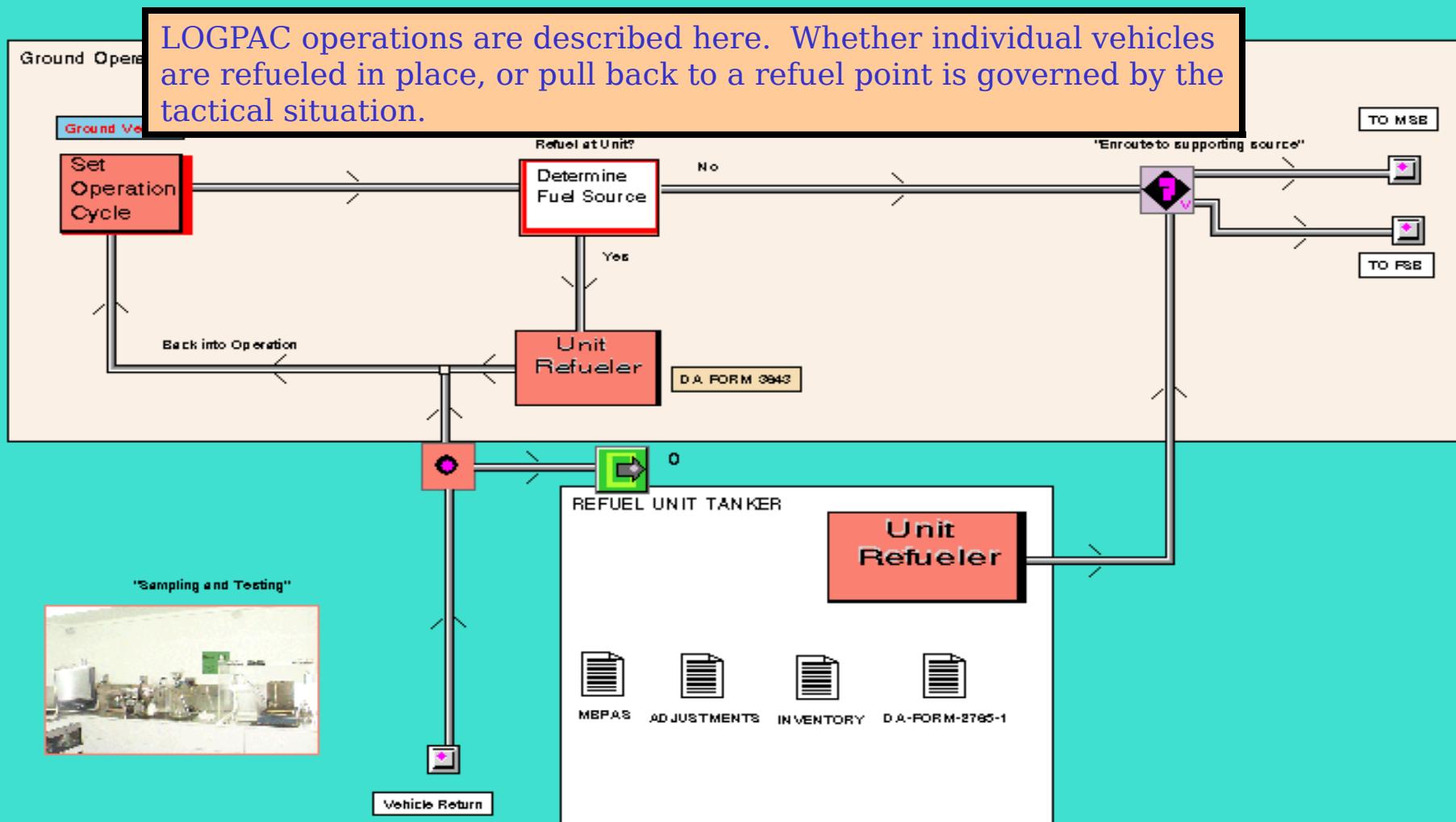
Forecasts are submitted in the prescribed format and frequency via tactical radio, manually with the LOGPAC, email, or by any other expeditious means.

The following text block provides more detail on the process.





LOGPAC operations are described here. Whether individual vehicles are refueled in place, or pull back to a refuel point is governed by the tactical situation.

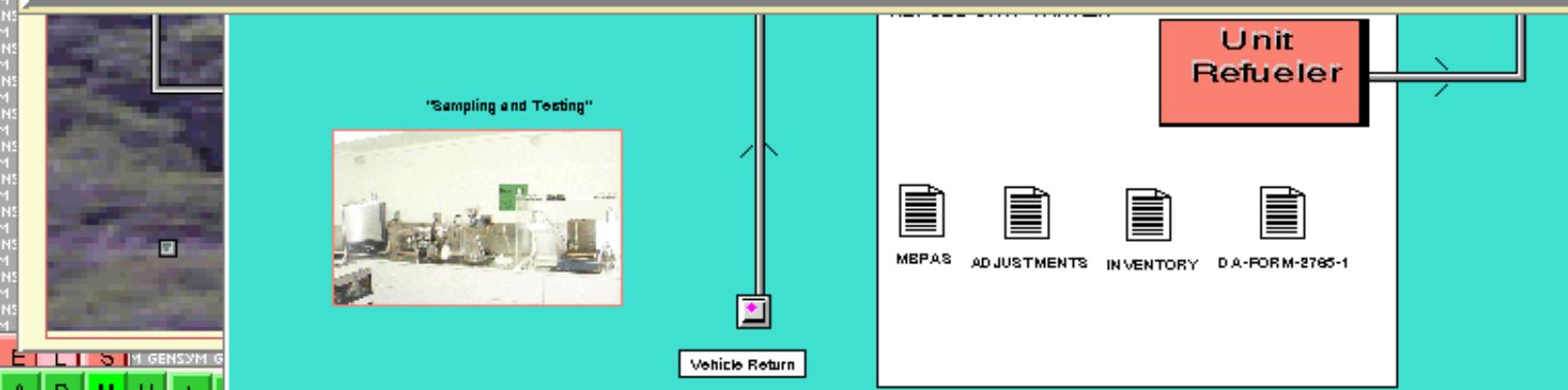
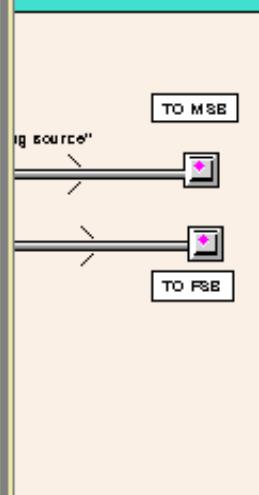




LOGPAC



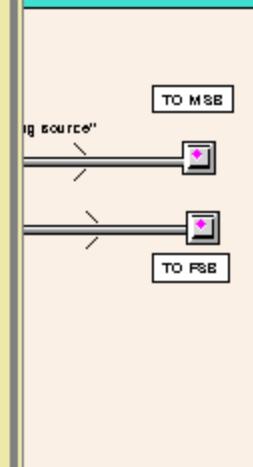
Logistics Packages (LOGPACs) are one means used to resupply forward elements. Supplies needed by the forward elements, to include fuel, are organized into LOGPACs by unit supply personnel and moved forward at least daily for routine resupply. Resupply within the forward unit area may be accomplished by individual unit vehicles moving back to a refuel point, or by the tailgate method, where fuel trucks go to each vehicle position in turn.



Refuel on the Move



A ROM operation can be employed anywhere on the battlefield where there is a need to rapidly refuel combat vehicles. When vehicles enter a ROM site, they receive a short burst of fuel and move out to return to their convoy or formation. Though these operations may use unit assets, typically they involve use of equipment of supporting fuel units. This concept differs from normal resupply that will "top off" the receiving vehicle.



"Sampling and Testing"

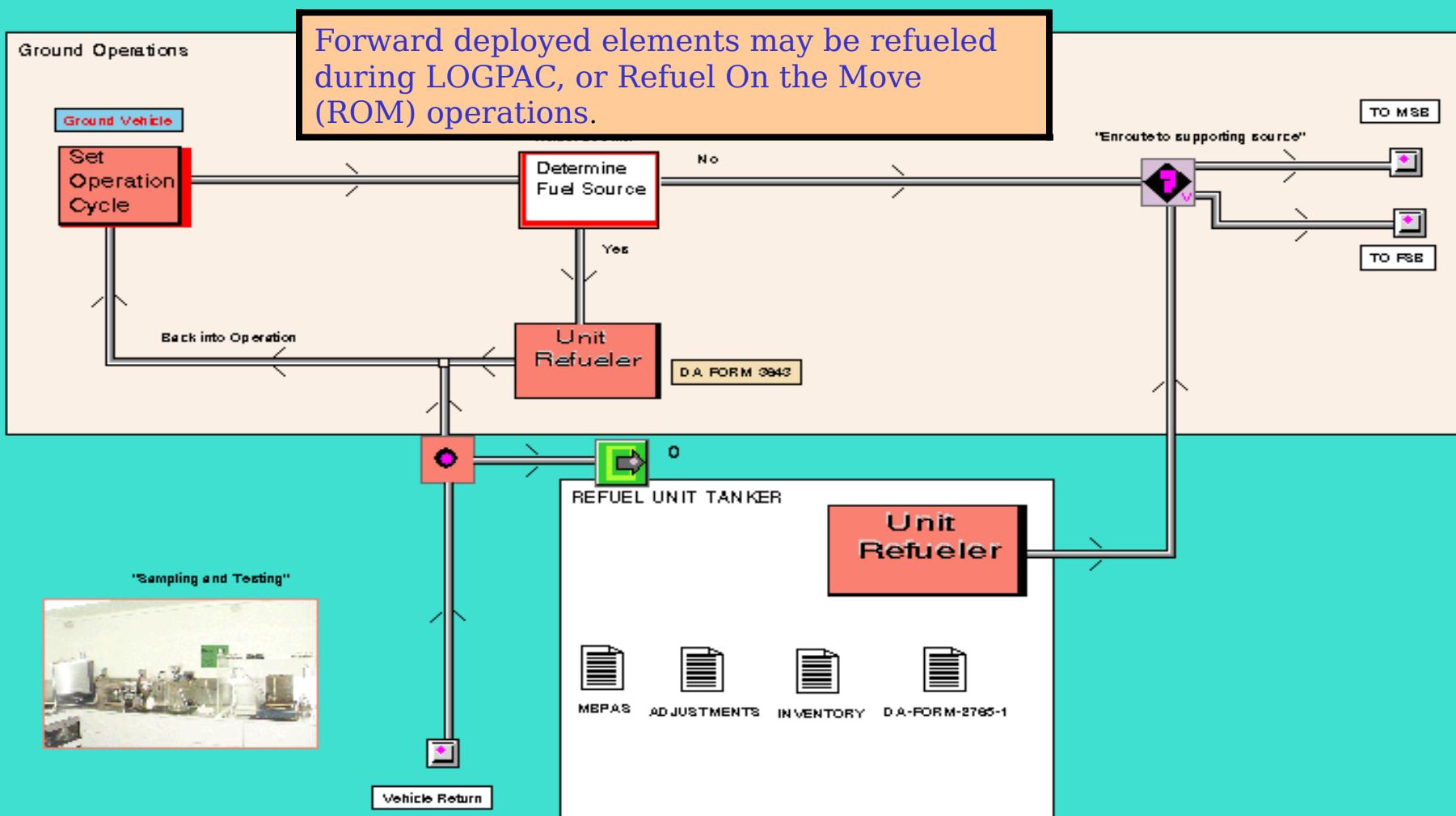
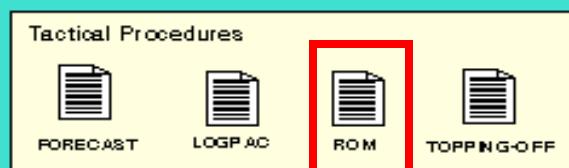


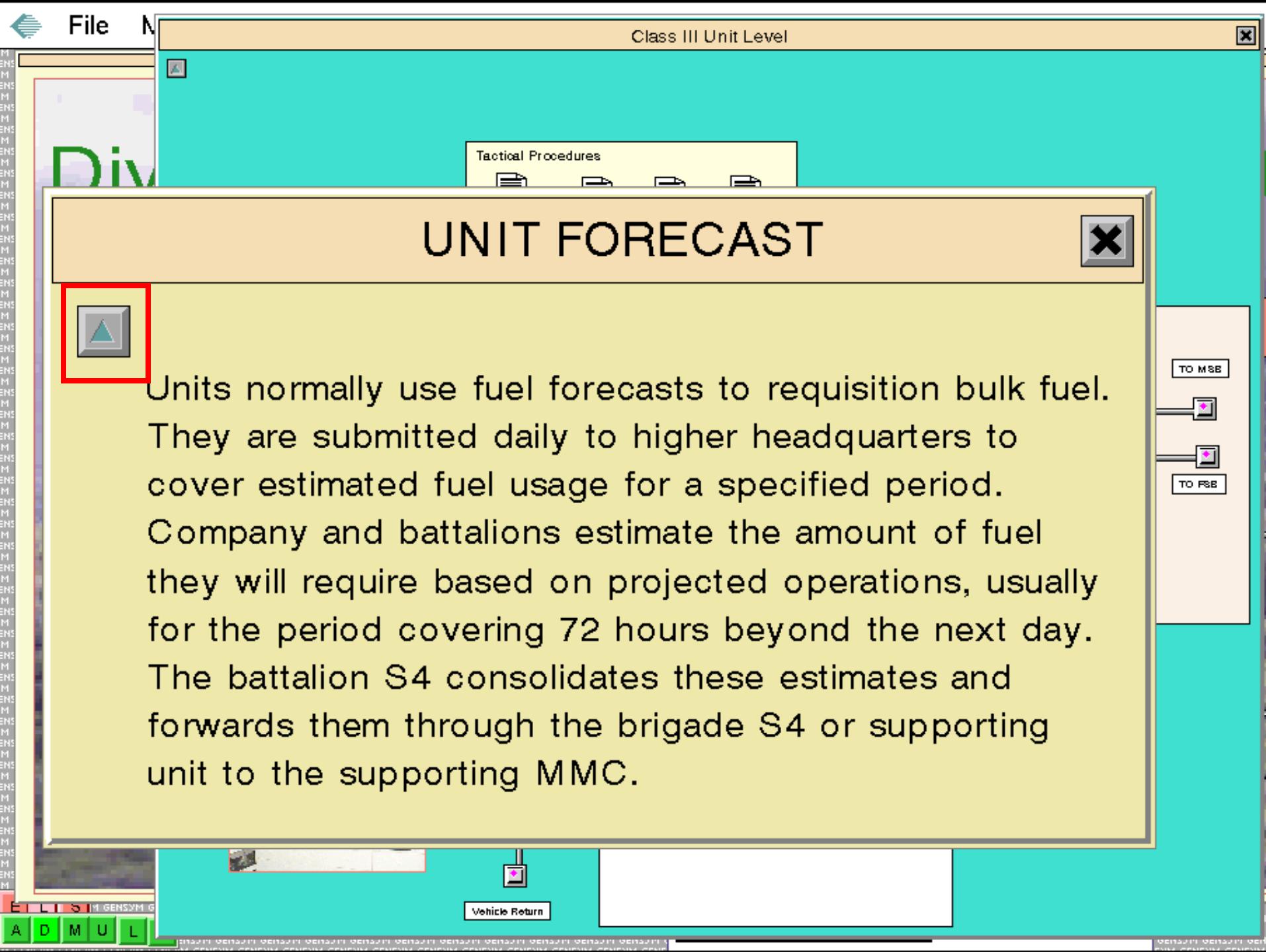
Vehicle Return

Unit Refueler

MBPAS ADJUSTMENTS INVENTORY DA-FORM-2765-1

E I L S I M G E N S Y M G
A D M U L





Div

Class III Unit Level

UNIT FORECAST

Units normally use fuel forecasts to requisition bulk fuel. They are submitted daily to higher headquarters to cover estimated fuel usage for a specified period. Company and battalions estimate the amount of fuel they will require based on projected operations, usually for the period covering 72 hours beyond the next day. The battalion S4 consolidates these estimates and forwards them through the brigade S4 or supporting unit to the supporting MMC.

Vehicle Return

F E L I S M G E N S Y M G
A D M U L T



Tactical Procedures



FORECAST



LOGPAC



ROM



TOPPING-OFF

Ground Operations

Ground Vehicle

Set Operation Cycle

Determine Fuel Source

Unit Refueler

TO MSS

TO PGB

Now we will drill down in the "Unit Refueler" block and look at how bulk fuel is issued and accounted for at this level.

Back into Operation

No

Yes

DA FORM 3843

"Sampling and Testing"



Vehicle Return

REFUEL UNIT TANKER

Unit Refueler



MPAS



ADJUSTMENTS



INVENTORY



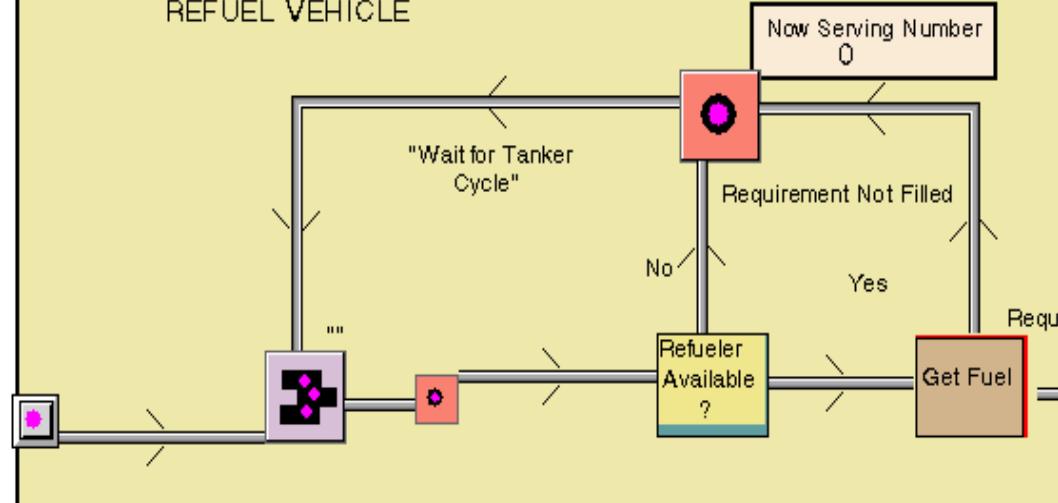
DA-FORM-2785-1

Unit Level Refuel Detail

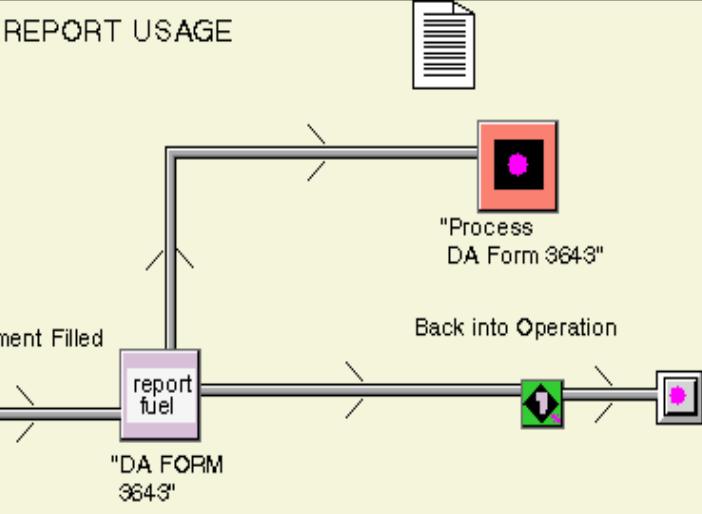


DA-FORM-3643

REFUEL VEHICLE



REPORT USAGE



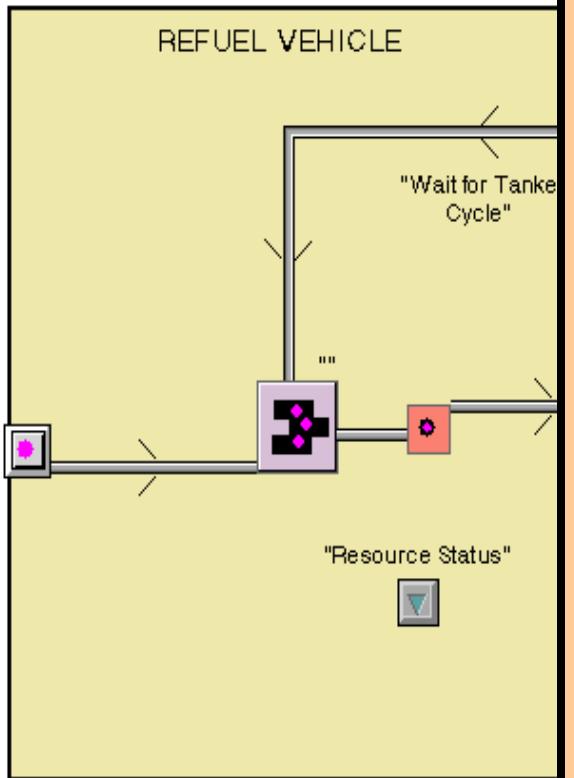
Document Table



Vehicle Return

MBPAS ADJUSTMENTS INVENTORY DA-FORM-2765-1

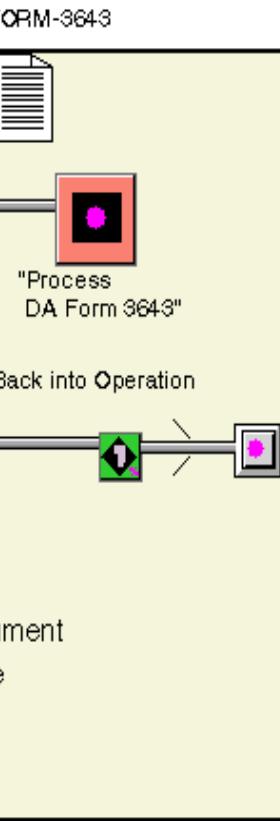
Unit Level Refuel Detail



Unless otherwise directed, or precluded by combat operations, normal bulk petroleum accounting and management procedures are followed.

Issues from unit bulk refuelers would be made and recorded manually on a DA Form 3643, Daily Issue Sheet. The entry would include the vehicle identification/bumper number, product, quantity issued, organization, and signature and grade of the vehicle operator.

Where recording individual vehicle issues is not practical, such as during night ROM operations, the commander could opt to sign a consolidated /block entry on the DA Form 3643 for the total amount of fuel issued during that operation. The entry would normally be supported by attachment of a memo providing details and signed by the commander.



MBPAS



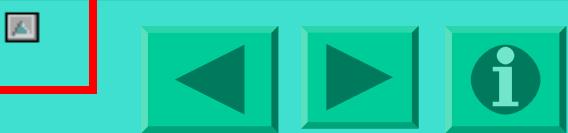
ADJUSTMENTS



INVENTORY



DA-FORM-2765-1



Units having bulk refuel/storage capability also have a requirement to inventory fuel on hand. Let us now look at the inventory procedures.

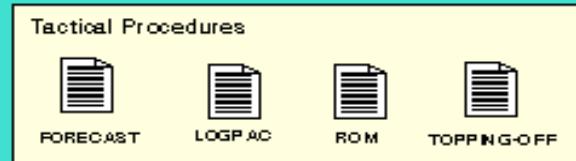
Issues and receipts by product from the DA Forms 3643 are totaled by the unit daily, and the daily totals are then recorded on DA Form 3644 (Monthly Abstract of Petroleum Products).

On the last day of the month, all bulk fuel tanks are physically gauged, volumes over 3,500 gallons corrected to 60 degrees Fahrenheit, quantities reconciled, and a Monthly Bulk Petroleum Accounting Summary (MBPAS) is prepared on DA Form 4702-R. The MBPAS is used by units to maintain a record of receipts, issues, and inventory of petroleum products. Allowable gains/losses are computed, and inventory adjustment actions are taken as indicated in the detail shown in the "Inventory Adjustments" text block.

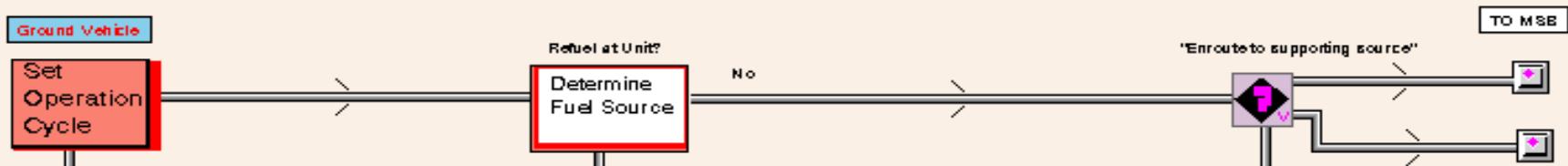
Inventory procedures prescribed by AR 710-2 are outlined in the text block in the red box.



MBPAS ADJUSTMENTS INVENTORY DA-FORM-2785-1



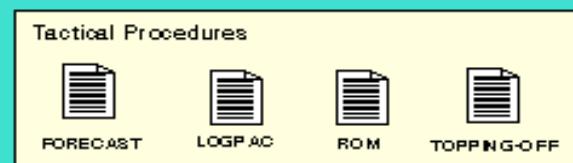
Ground Operations



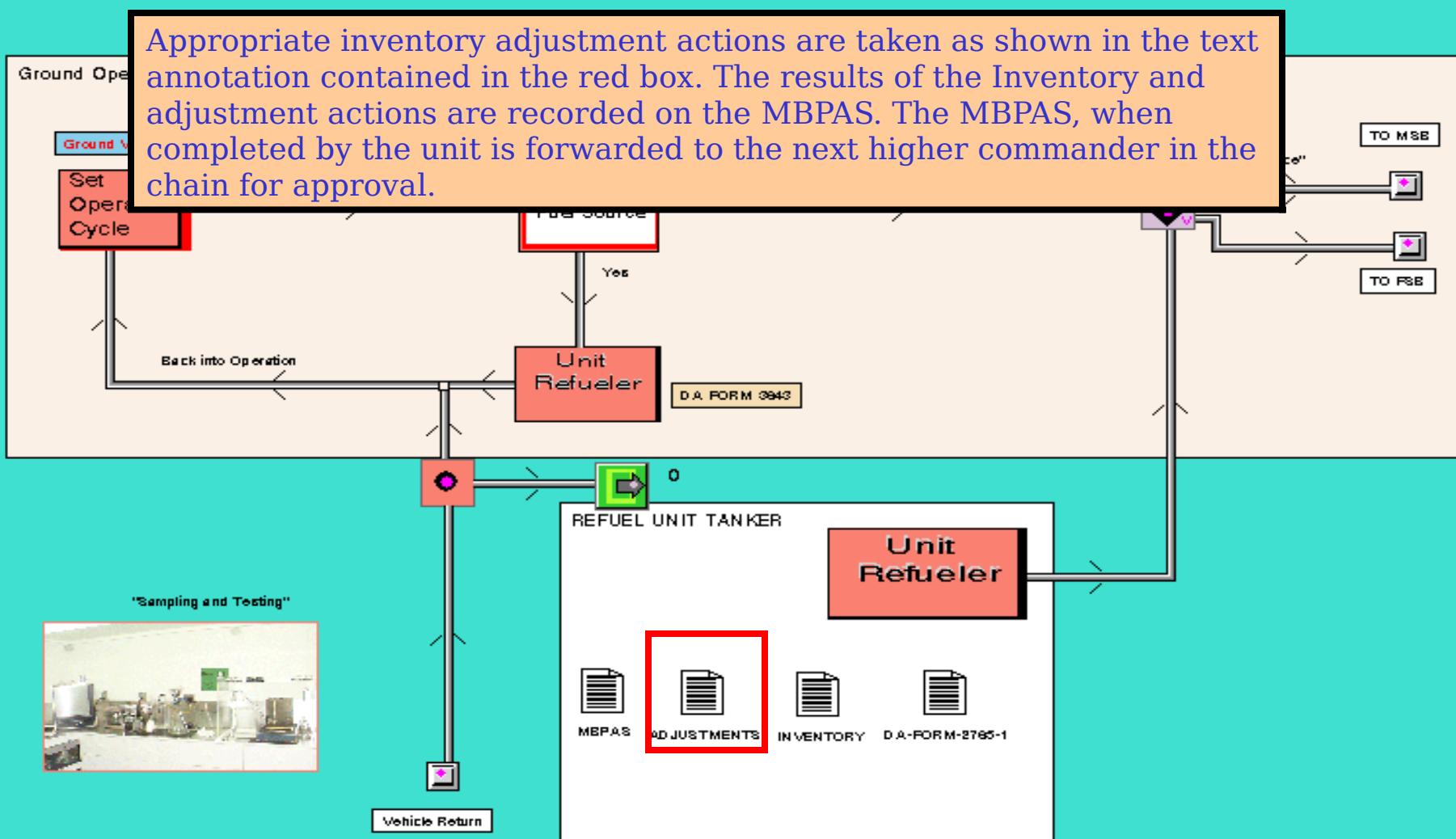
When the unit has its own bulk refuel capability and requires a resupply of bulk fuel, the unit initiates a request document (DA Form 2765-1), assigns a document number to the request, posts it to the Document Register (DA Form 2064) and sends this document with its refueler to its DS Class III supply point. A bulk issue is made, with the issue quantity recorded on the request document. At the unit, the receipt for fuel is annotated on the daily DA Form 3643.

Under supply point distribution, supported units drive their organic fuel vehicles to their DS company's Class III supply point to pick up POL supplies.

Logistics Release Points (LRPs) may be employed by the DS support unit to reduce travel times for the maneuver unit refuelers. A LRP is a moving supply point for Class III, operating in one spot for several hours, then moving to a new location.



Appropriate inventory adjustment actions are taken as shown in the text annotation contained in the red box. The results of the Inventory and adjustment actions are recorded on the MBPAS. The MBPAS, when completed by the unit is forwarded to the next higher commander in the chain for approval.



Unit Inventory Procedures



Daily

Gage solid wall tanks having Issues/Receipts for fuel
Record gaging data on DA Form 3853-1
(Innage Gage Sheet) or local form
Use total Receipts/Issues on Daily Issue Sheet
(DA Form 3643) & post to DA Form 3644
(The Monthly Abstract of Issues of Petroleum products)

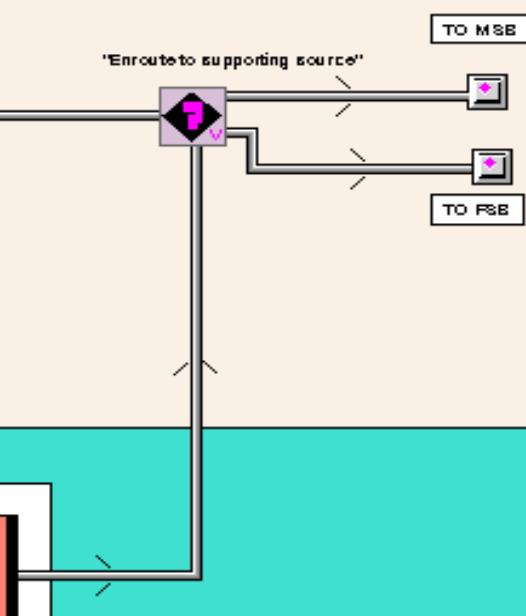
Weekly

Gage solid wall tanks that have not had Receipts/Issues
of fuel Record on DA Form 3853-1 (Innage Gage Sheet)
or local form

As of 0800 hrs, last day of month:

Monthly

Gage all tanks
Record results on DA Form 3853-1 (Innage Gage Sheet)
Volume Correct quantities > 3,500 gallons to 60 degrees
F.
Reconcile physical inventory on DA Form 5831-R
(Petroleum Product Inventory Control
Sheet)
Total Issues/Receipts on DA Form 3644 (Monthly
Abstract), assign document number & post to
Document Register
Record data on DA Form 4702-R Monthly Bulk Petroleum
Accounting Summary (MBPAS)
Compute allowable gains or losses
+/- 1% if beginning inventory & receipts for jet fuel (less
JP-8) AVGAS, Gasoline
+/- 1/2 of 1% of total of beginning inventory & receipts
for all other petroleum products





Inventory Adjustments



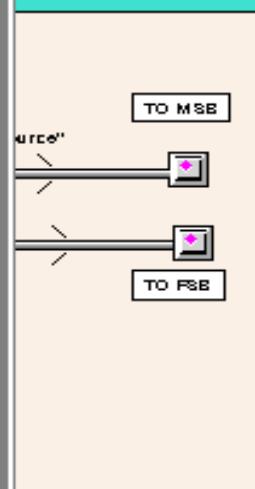
Take Inventory Adjustment Actions

If actual loss > allowable loss and > \$500
initiate Report of Survey for total loss.

If actual loss > allowable loss, but < \$500,
initiate Causative Research

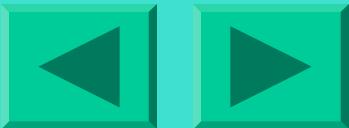
If gain exceeds allowable gain, initiate
Causative Research.

Forward MBPAS for approval within 3 days of end of
Month.



Vehicle Return

MBPAS ADJUSTMENTS INVENTORY DA-FORM-2765-1



Tactical Procedures



FORECAST



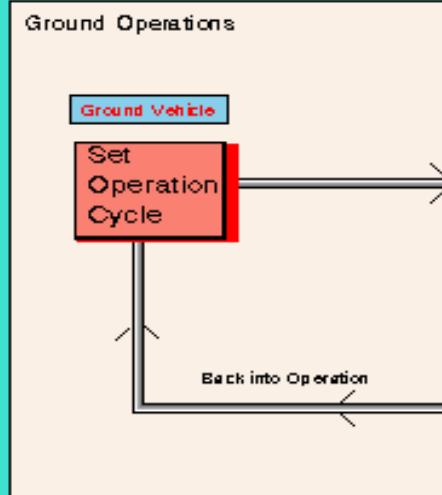
LOGPAC



ROM

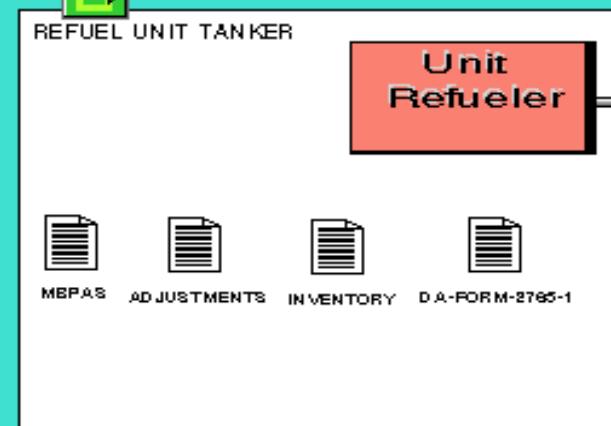
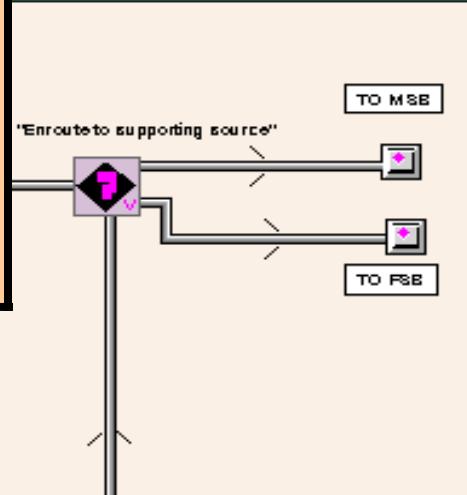


TOPPING-OFF



The unit having bulk refueling capability also performs sampling and testing of bulk fuel and testing of filter separators on their fuel handling equipment

We will now look at these procedures in more detail.



Sample and Testing



First, we will look at sampling and testing of bulk fuel.

"On-Site Testing"



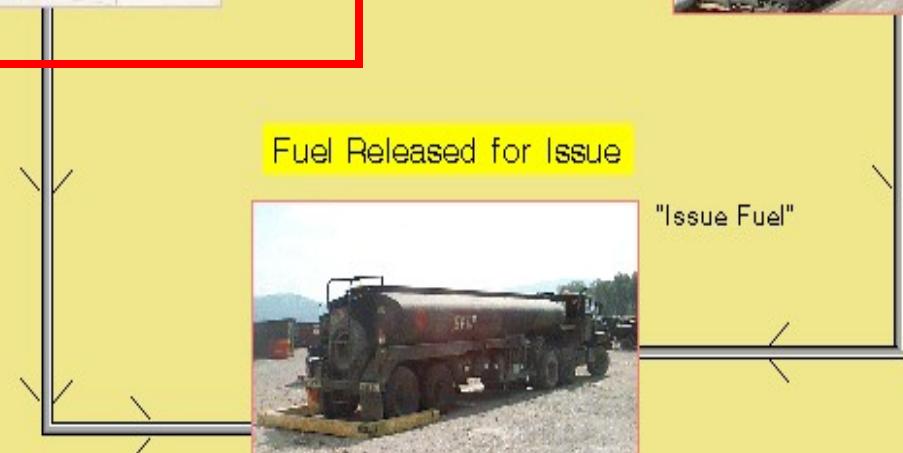
"Test Filter Separators"



Fuel Released for Issue

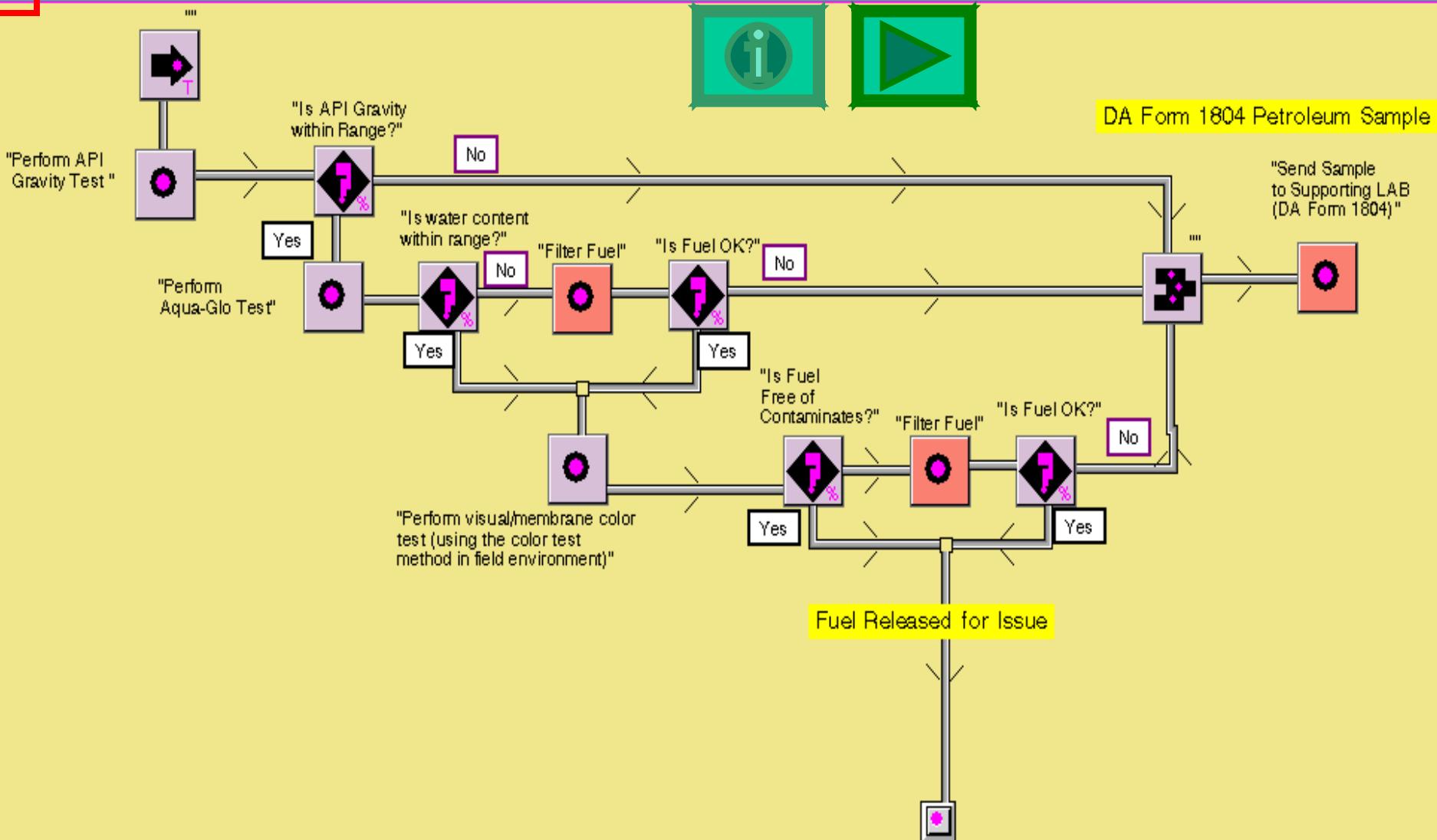


"Issue Fuel"



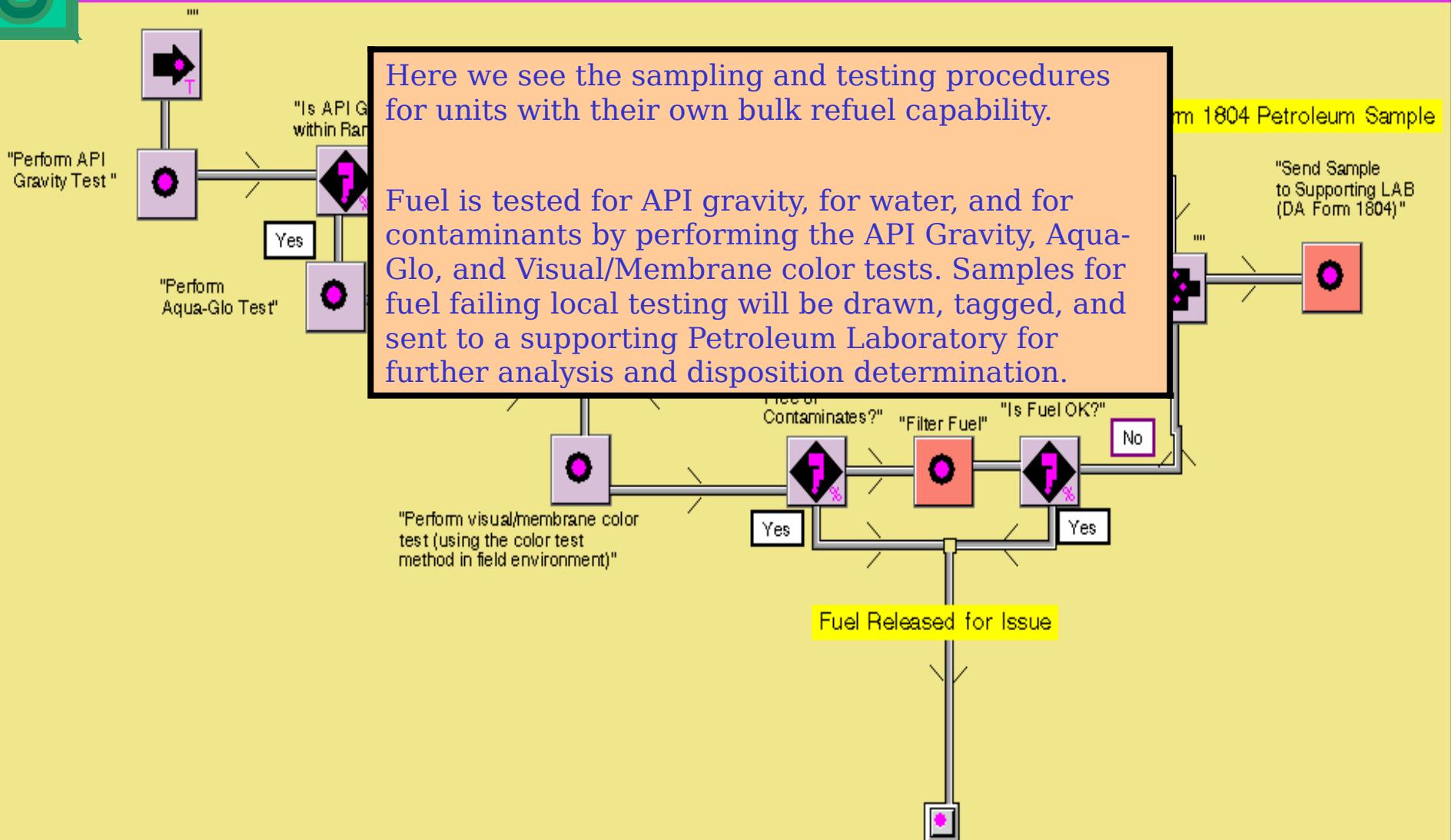
Sample and Testing

On-Site Testing





On-Site Testing





Filter separators on fuel service units and equipment also require testing. We will now look at those procedures

"On-Site Testing"



"Test Filter Separators"



Fuel Released for Issue

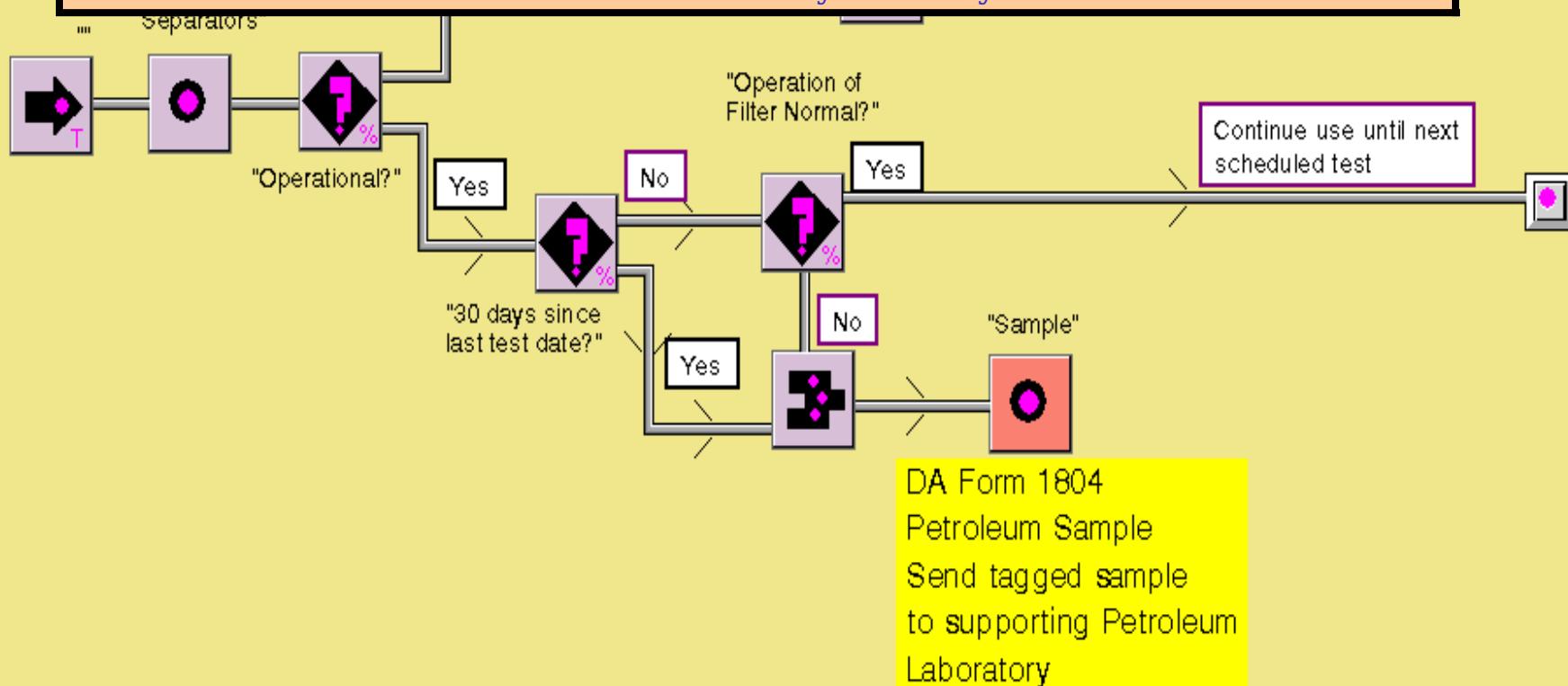


"Issue Fuel"



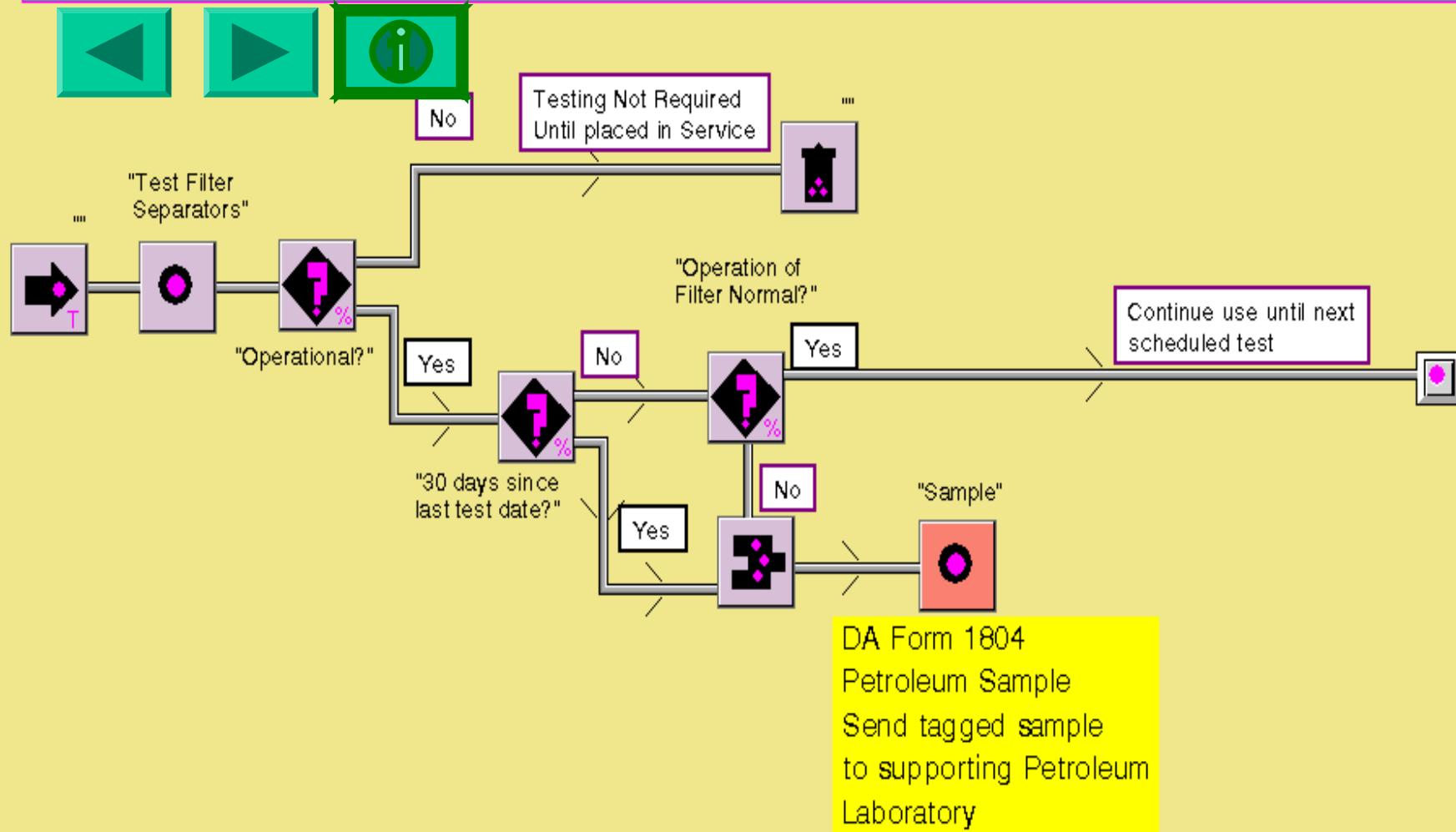
Test Filter Separators

Filter separators are tested upon being placed into service and after every 30 days of operation by pulling a fuel sample and sending it to the supporting Petroleum Laboratory for analysis.





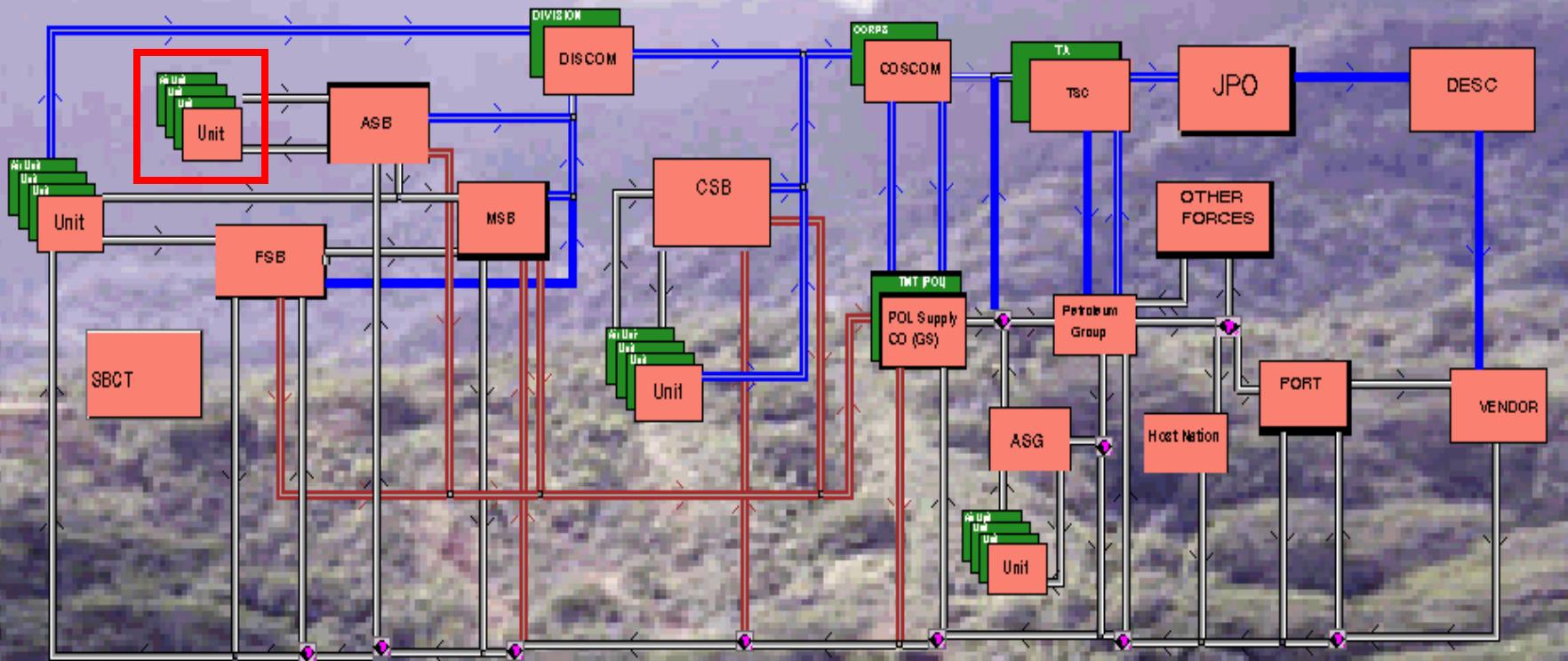
Test Filter Separators





Division Corps Theater Industry

We will now drill down and look at the detail in an Aviation unit.



MONDAY 3 FEB 2003 4:00:00 AM



MESSAGE-BOARD

Class III Aviation Unit Level

Tactical Operations



"Archive"

"DA Form 2844"

"Commercial Receipts"

Click on Info Button to move forward



Set Operation Cycle

Determine Fuel Source

"Commercial Fuel Source"

Yes



No

Ground Vehicle



Back into Operation

DA FORM 2848

To ASB

Vehicle Return

REFUEL UNIT TANKER



INVENTORY



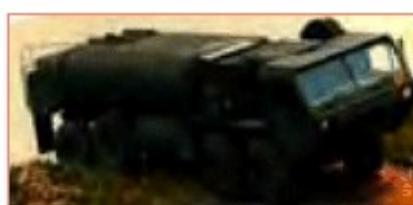
DA-FORM-276d-1



ADJUSTMENTS



MFPAS



Class III Aviation Unit Level

Tactical Operations



"Archive"

"DA Form 2844"

"Commercial Receipts"



Set
Operation
Cycle

Refuel at Unit?

Determine
Fuel Source

"Commercial
Fuel Source"

Yes

No



Procedures for forecasting fuel requirements, and for LOGPAC operations already described for ground units also apply equally to aviation units. Company forecasts are forwarded to the battalion S4, who consolidates them and forwards them through S4 channels to the Aviation Brigade S4.



Class III Aviation Unit Level

Tactical Operations



"Archive"

"DA Form 2944"

"Commercial Receipts"



Set Operation Cycle

Refuel at Unit?

Determine Fuel Source

"Commercial Fuel Source"

Yes

No



To support tactical operations, temporary facilities may be established for the refuel of aircraft. These are described in the next text block.

Ground Vehicle



Back into Operation

DA FORM 2948

To ASB

+

+

+

+

+

+

+

+

Vehicle Return

REFUEL UNIT TANKER



INVENTORY



DA-FORM-276d-1

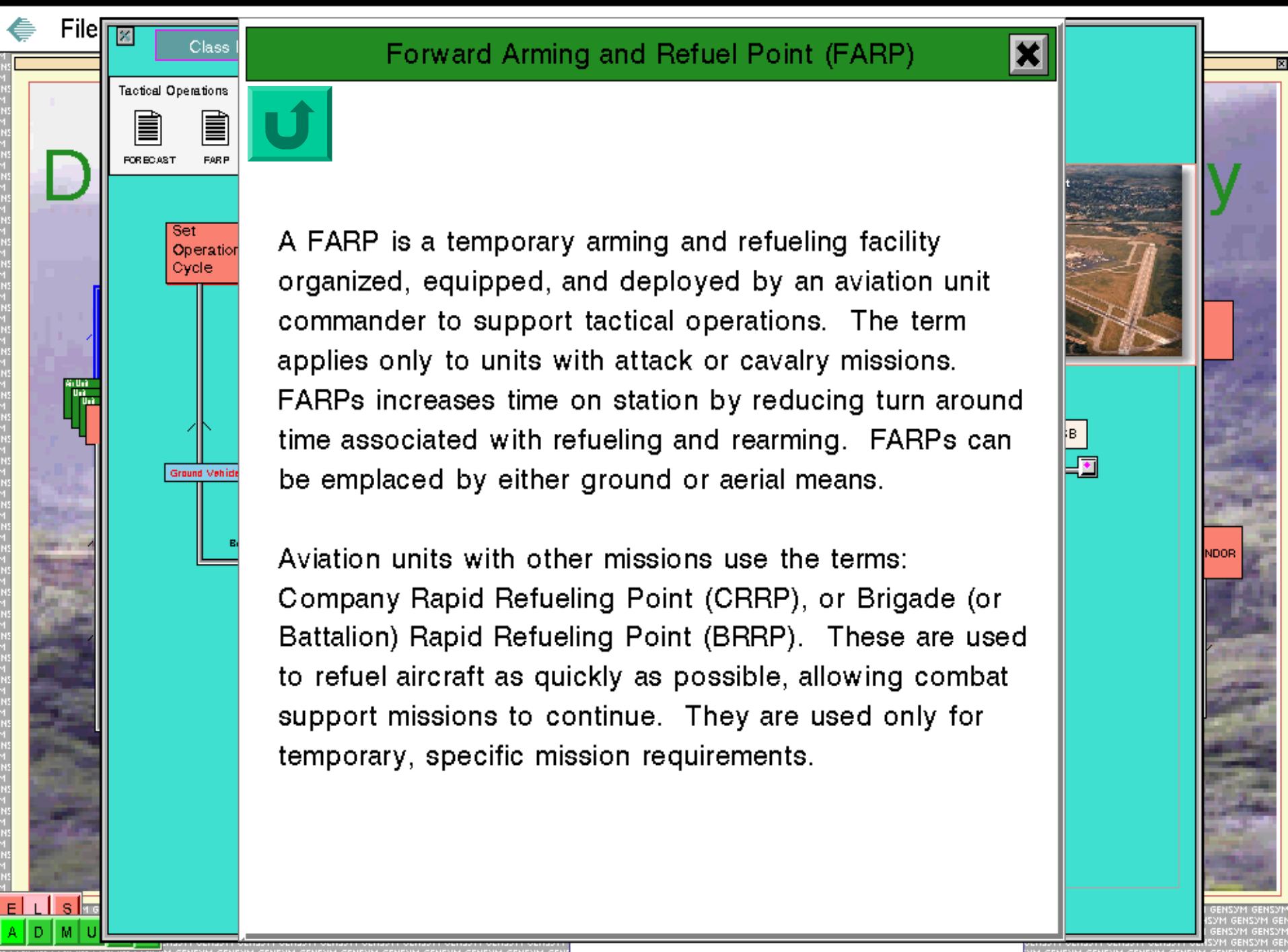


ADJUSTMENTS



MFPAS





Class III Aviation Unit Level

Tactical Operations



"Archive"

"DA Form 2844"

"Commercial Receipts"



Set
Operation
Cycle

Refuel at Unit?

Determine
Fuel Source

"Commercial
Fuel Source"

Yes



No

Ground Vehicle

Back into Operation



DA FORM 2848

In addition to the petroleum supply
procedures outlined for ground units,
there are some additional procedures that
apply only to Aviation.

To ASB



REFUEL UNIT TANKER



INVENTORY



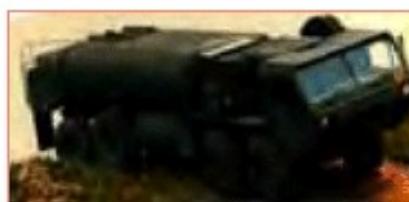
DA-FORM-276d-1



ADJUSTMENTS

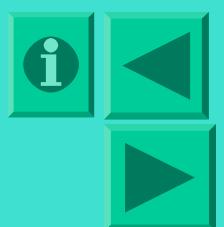


MFPAS



Vehicle Return

Capture demand Aviation Unit

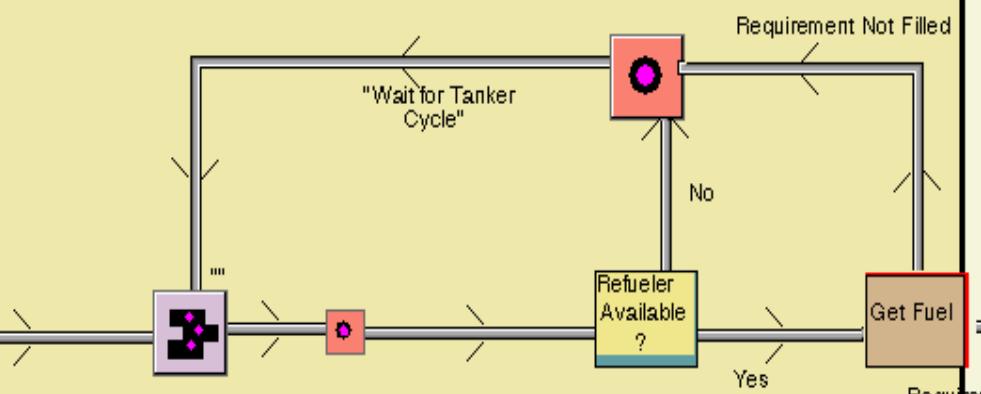


For Aircraft Refueling, Aqua-Glo Test must be done on fuel before starting daily refueling operations

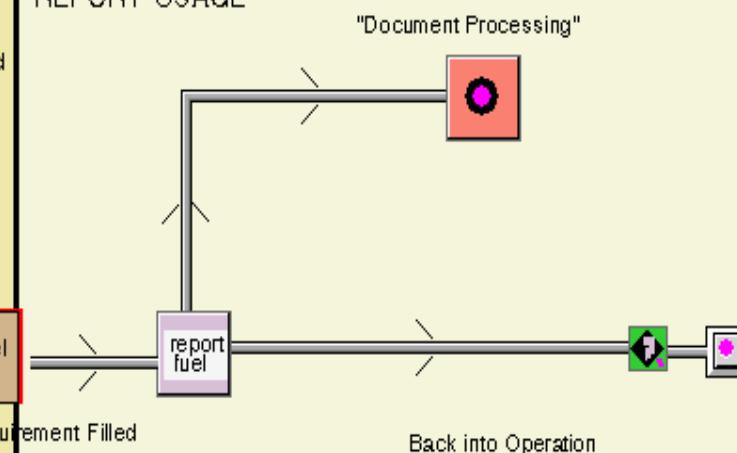
Now Serving Number
0

- * Pilot presents AVFUEL Identaplate (DD Form 1896, Jet Fuel) or DD Form 1897 (AVGAS)
- * Pilot signs Daily Issue Sheet - DA Form 3643 at Home Station
- * Pilot signs DD Form 1898 (Into-Plane Contract Sales Slip) at other DoD Installations & returns copy to Unit

REFUEL AIRCRAFT



REPORT USAGE



"Resource Status"



Document Table



"Sampling and Testing"

Capture demand Aviation Unit

For Aircraft Refueling, Aqua-Glo Test must be done on fuel before starting daily refueling operations

- * Pilot presents AVFUEL Identaplate (DD Form 1896, (Jet Fuel) or DD Form 1897 (AVGAS)
- * Pilot signs Daily Issue Sheet - DA Form 3643 at Home Station
- * Pilot signs DD Form 1898 (Into-Plane Contract Sales Slip) at other DoD Installations & returns copy to Unit

For units with their own refueling capability, the Aqua-Glo test to detect water must be performed on fuel before the start of daily Aircraft refueling operations.

The issue of fuel into unit Aircraft is recorded on the DA Form 3643 (Daily Issue Sheet), to include tail number of the aircraft, and with the pilot signing the entry for the fuel.

Aviation units may obtain fuel from a number of sources, and different procedures are used depending on where fuel is obtained as noted here.

We will now look at these procedures.



"Sampling and Testing"

Class III Aviation Unit Level

Tactical Operations



"Archive"



"D-A Form 2944"

"Commercial Receipts"

Set Operation Cycle

Refuel at Unit?

Determine Fuel Source

"Commercial Fuel Source"

Yes

No



If commercial aviation facilities are available within the operational area, Army aircraft may obtain fuel using the following procedures.

Ground Vehicle



Back into Operation

To ASB



REFUEL UNIT TANKER



INVENTORY



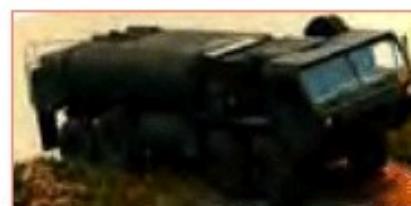
DA-FORM-276d-1



ADJUSTMENTS



MFPAS



Vehicle Return

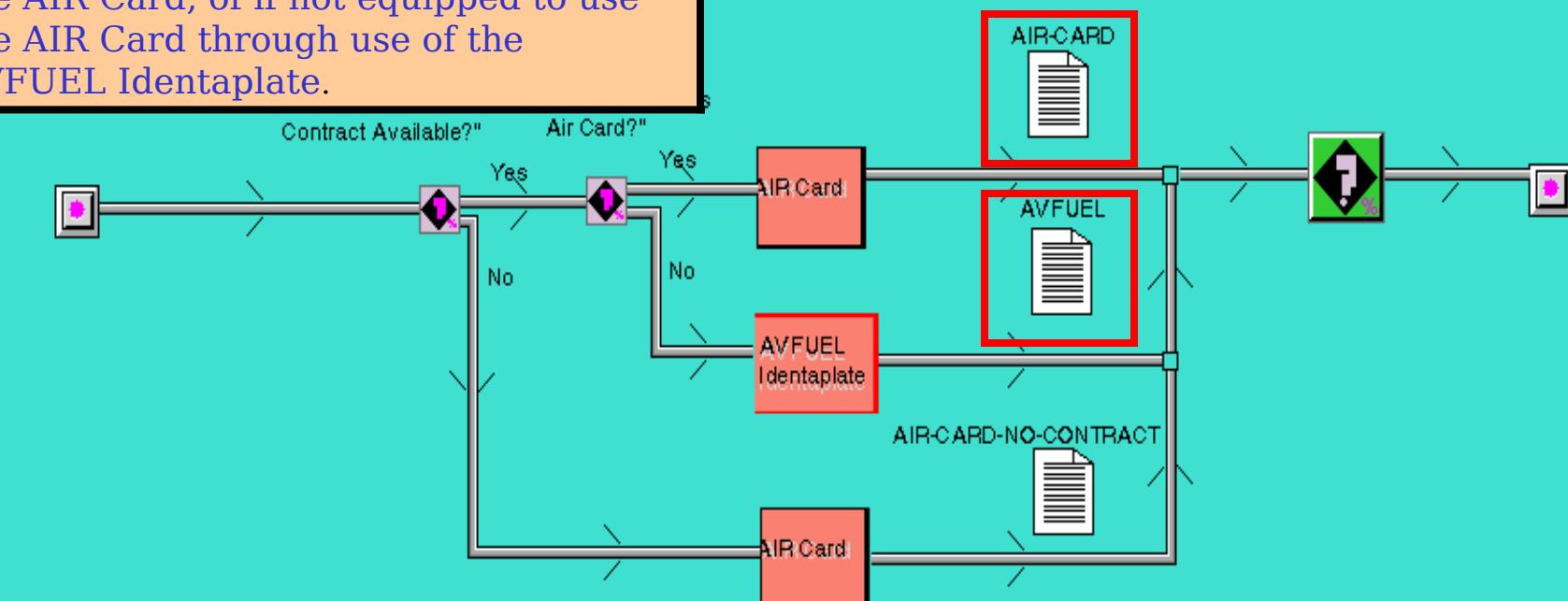
Commercial Airfield Detail

If the commercial facility is frequently used by DoD aircraft, the Defense Energy Support Center (DESC) establishes Into-Plane Contracts with the facility. Issues to Army aircraft at these facilities are made through use of the AIR Card, or if not equipped to use the AIR Card through use of the AVFUEL Identaplate.

"Pool"



Fuel Level "5000000.0"



Commercial Airfield Detail

"Pool"



Use of the Air Card

- * Pilot presents Air Card (Aviation Into-Plane Reimbursement Card)
- * Pilot signs Commercial Credit Card Slip (issue is electronically recorded and Passed to DESC for billing payment at the into-plane contract standard price)

 Commercial Airfield Detail

"Pool"



Use of the Air Card

If the commercial facility is equipped to use the AIR Card, the pilot presents the AIR Card, the fuel is issued, and the pilot signs a commercial credit card slip. The issue is electronically recorded by the contractor and passed to DESC for reimbursement. The pilot then returns a copy of the sales slip to his unit.

Commercial Airfield Detail

"Pilot"



AVFUEL Identaplate

- * Pilot presents AVFUEL Identaplate
- * Pilot signs completed DD Form 1898 on Commercial Sales Slip & returns copy to Unit (Contractor processes DD Form 1898 with DESC for payment/billing at into-plane contract standard price)





Commercial Airfield Detail

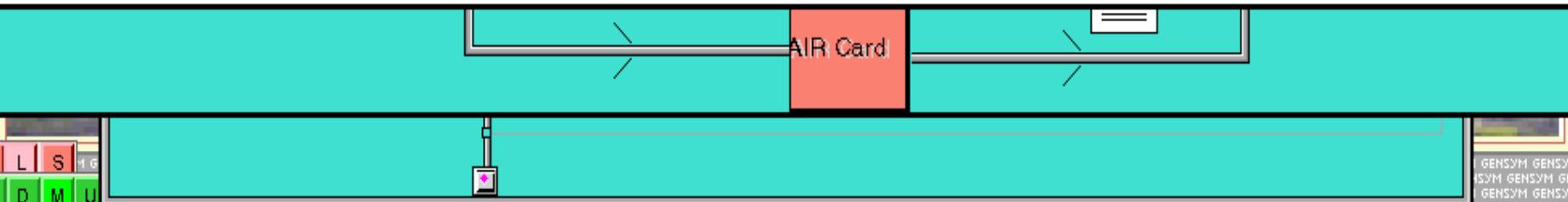
"Poc"



AVFUEL Identaplate

If the Commercial facility is not equipped to use the AIR Card, or the Pilot does not have an AIR Card, the procedures here are used.

The pilot presents the AVFUEL Identaplate. The fuel issue is documented on a DD Form 1898 (Into-Plane Contract Sales Slip), or a commercial sales slip, with the contractor forwarding a copy of the form to DESC for reimbursement. The pilot returns a copy of the form to his unit.



Commercial Airfield Detail

We will now look at procedures where no Into-Plane contract is in effect.

"Pool"



"Into-Plane Commercial Contract Available?"

Yes

"Contractor Uses Air Card?"

Yes



No

No



AIR-CARD



AIR-CARD-NO-CONTRACT



Commercial Airfield Detail

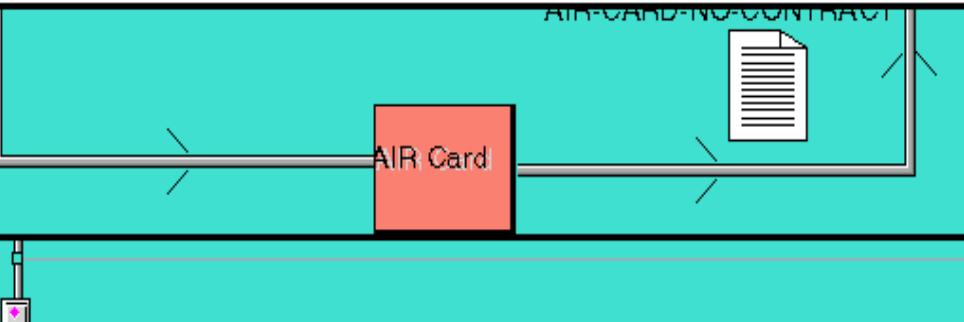
"Pool"



Use of the Air Card without Into-Plane Commercial Contract



- * Pilot presents Air Card
- * Pilot signs Commercial Charge Slip (Fuel receipt is electronically processed to DESC for billing/ payment at commercial rate)



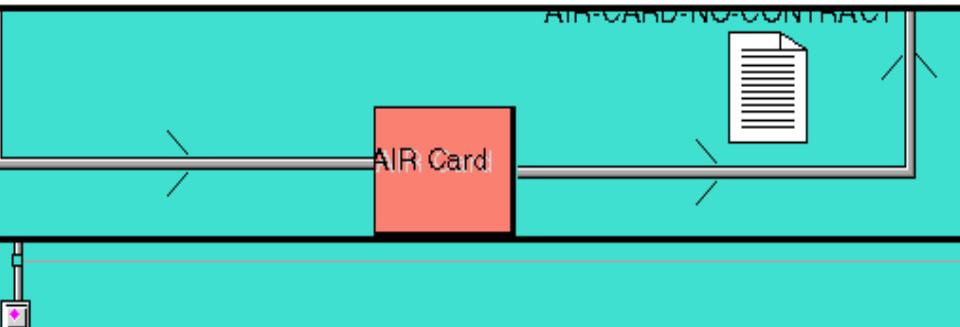
Commercial Airfield Detail

"Pool"



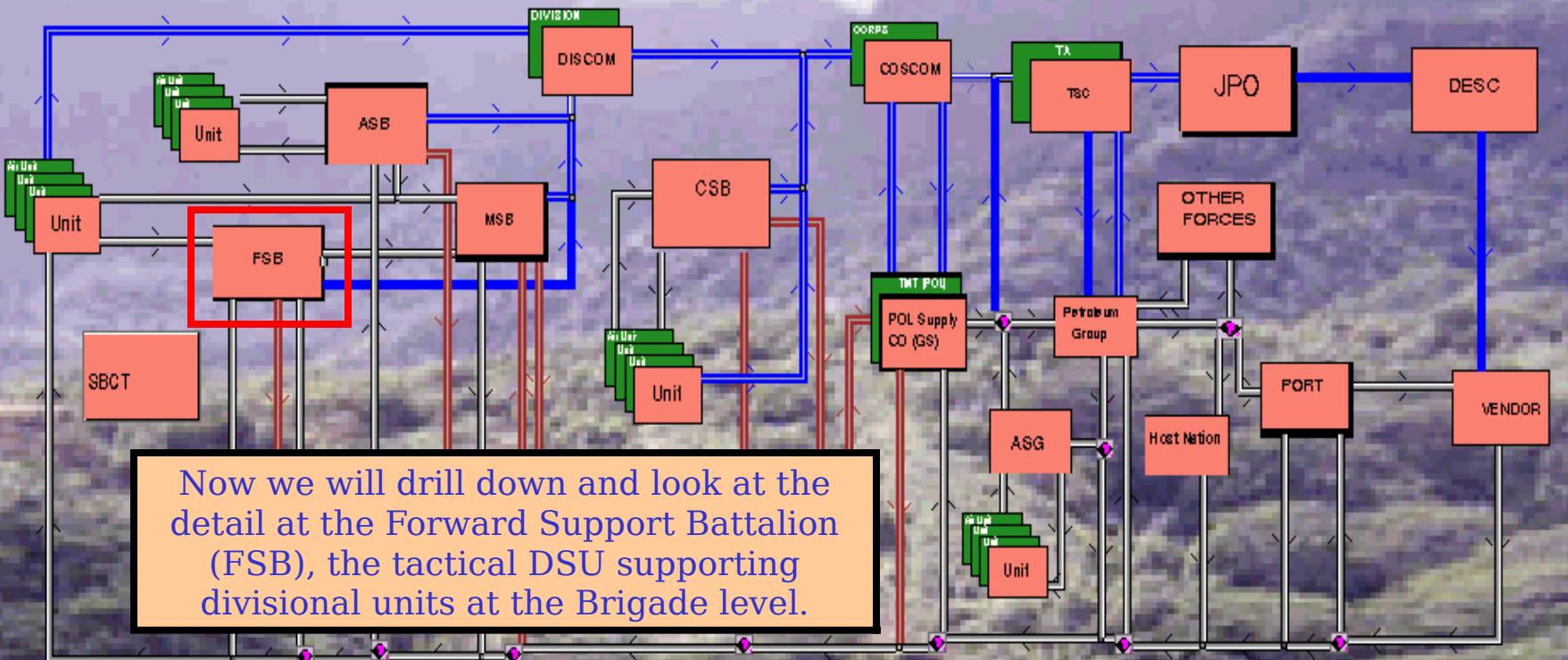
Use of the Air Card without Into-Plane Commercial Contract

To obtain fuel at other commercial air facilities where DESC has not established Into-Plane Contracts, the procedures outlined here are followed by Army aviators. The pilot returns a copy of the commercial charge slip to his unit.

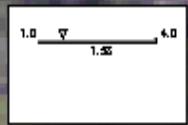
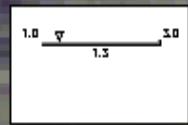




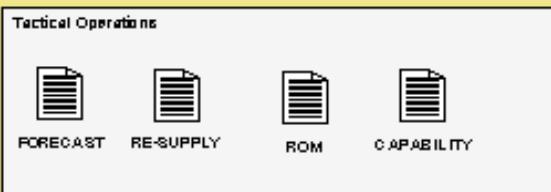
Division Corps Theater Industry



Now we will drill down and look at the detail at the Forward Support Battalion (FSB), the tactical DSU supporting divisional units at the Brigade level.



FSB, Fuel Process



'DA Form 2844' 'DA FORM 2785'



Document Consolidation

Retail Support

NUMBER in Convoy [3]

1 ▾ 11

Fuel of Convoy [100.00]

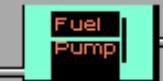
Daily Status of Fuel

Begin Inv	On Hand	Fuel Issued	Fuel Received	End Inv
100.000,0	100.000,0	0,0	0,0	100.000,0

POL SUPPLY

REFUEL CUSTOMER (RETAIL ISSUE)

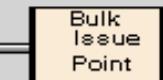
Customer



Back into Operation

" REFUEL
CUSTOMER
VEHICLE"

REFUEL TANKER (BULK ISSUE)

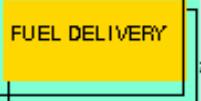


Refueler to Unit

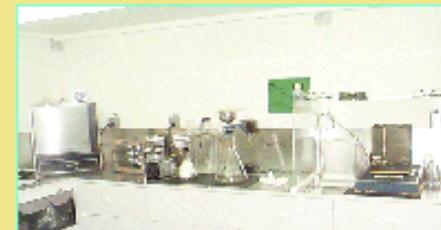
BULK FUEL REQUEST

REQUEST AND RECEIPT OF BULK FUEL

Inbound Refueler



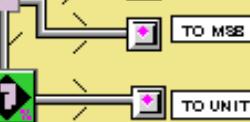
"Sample and Testing"

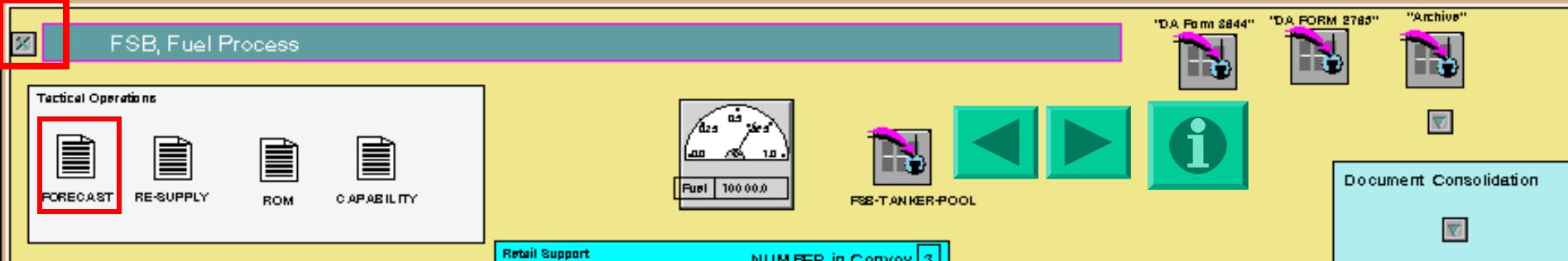


Text

RECEIPT ISSUE INVENTORY ADJUSTMENTS

MBPAS DEFUELS





Previously we discussed Forecasting at the Unit level. We will not look at what takes place at the Brigade and FSB level.

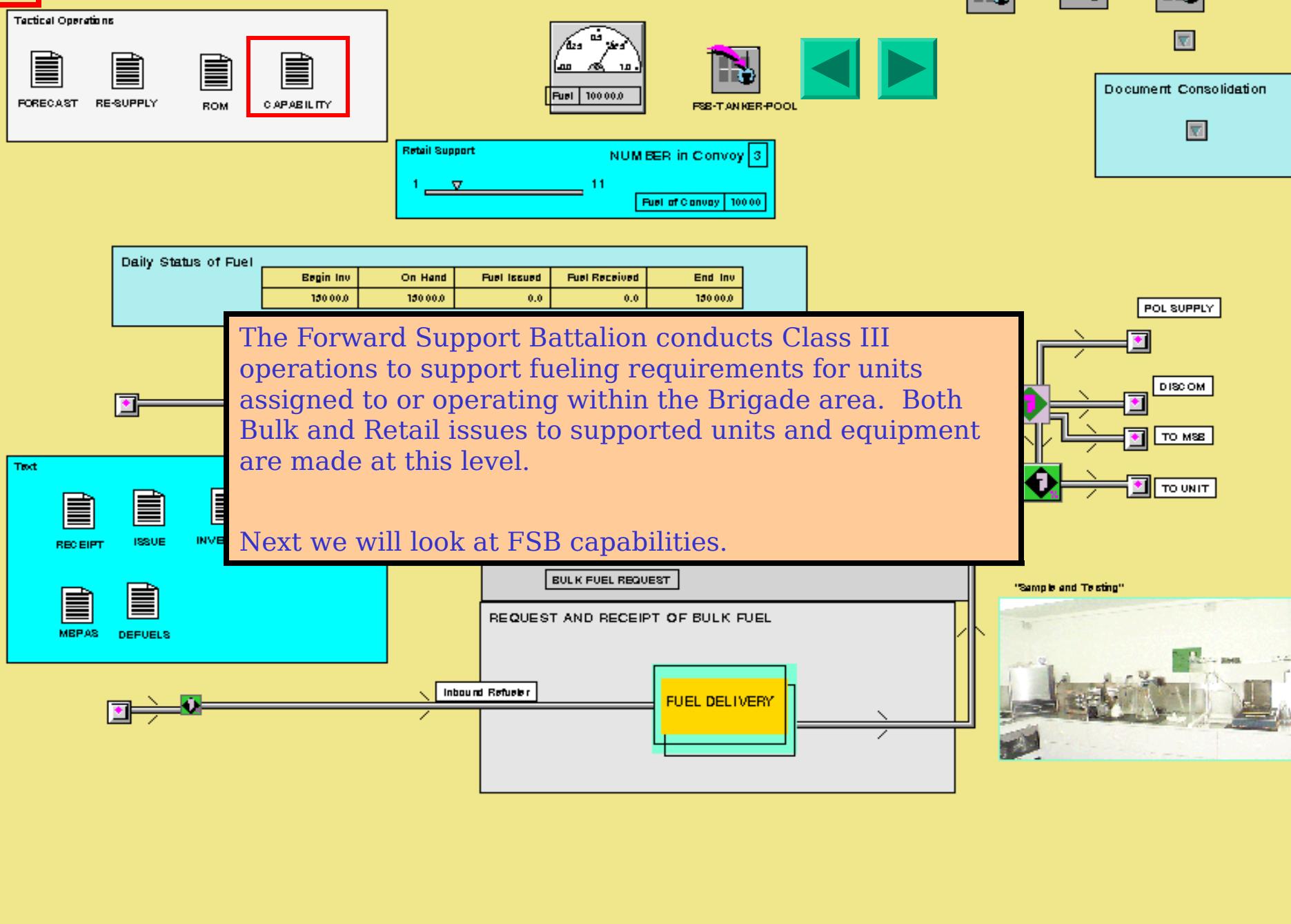
All forecasts, including those from combat support and CSS units operating in the Brigade Support Area (BSA), are sent to the Brigade S4. As noted at the unit level, the format for the forecast is established by SOP or other directive. It will typically provide an on-hand status (product, gallons, days of supply), and a projected requirement in gallons by product for the subsequent 3 days.

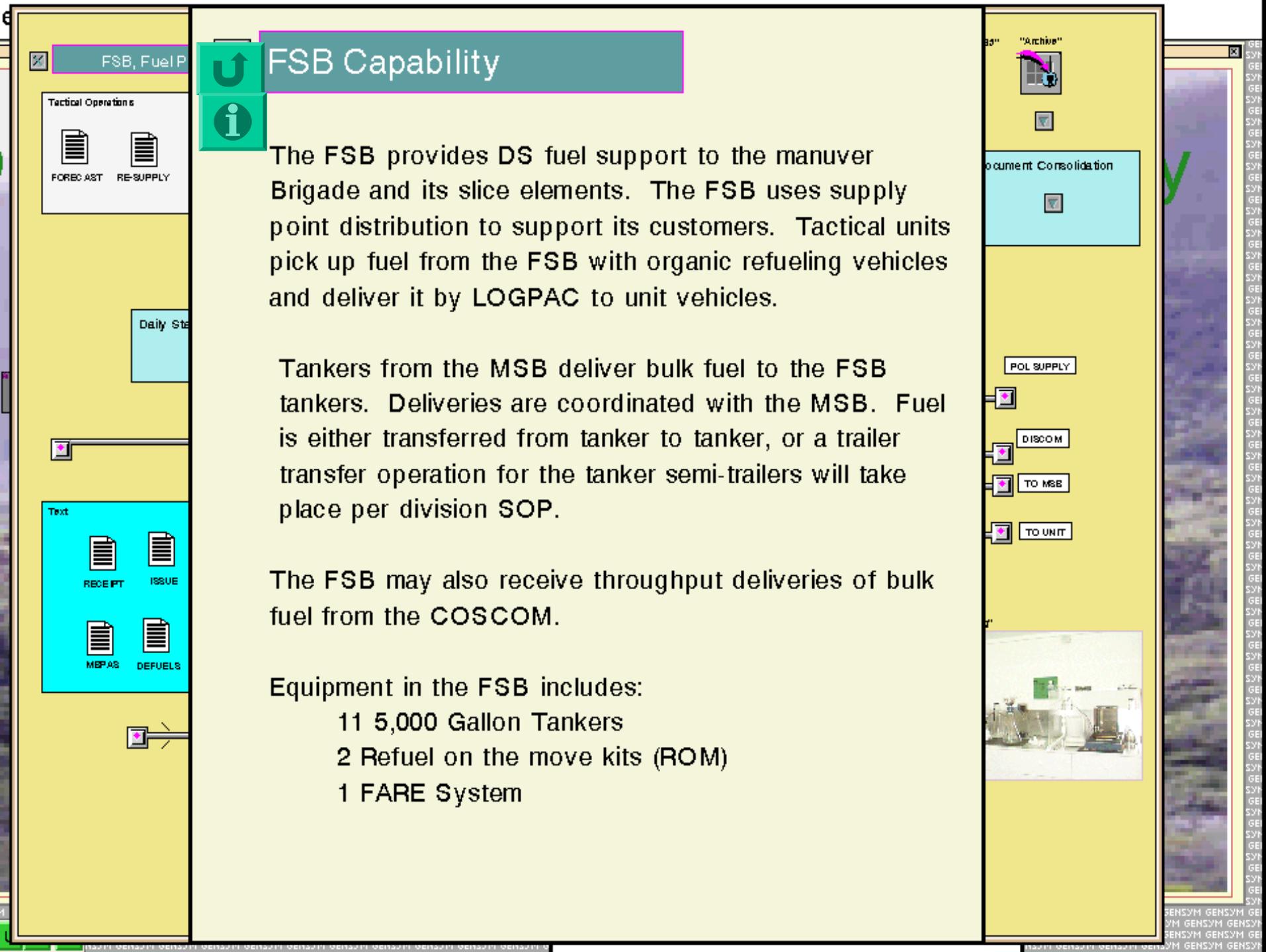
The Brigade S4 is responsible for totaling the forecasts and forwarding the requests to the Division Materiel Management Center (DMMC) with information copy to the FSB. The Brigade S4 also provides a copy of the forecast to the division G4, who will act on it if fuel constraints are in effect.

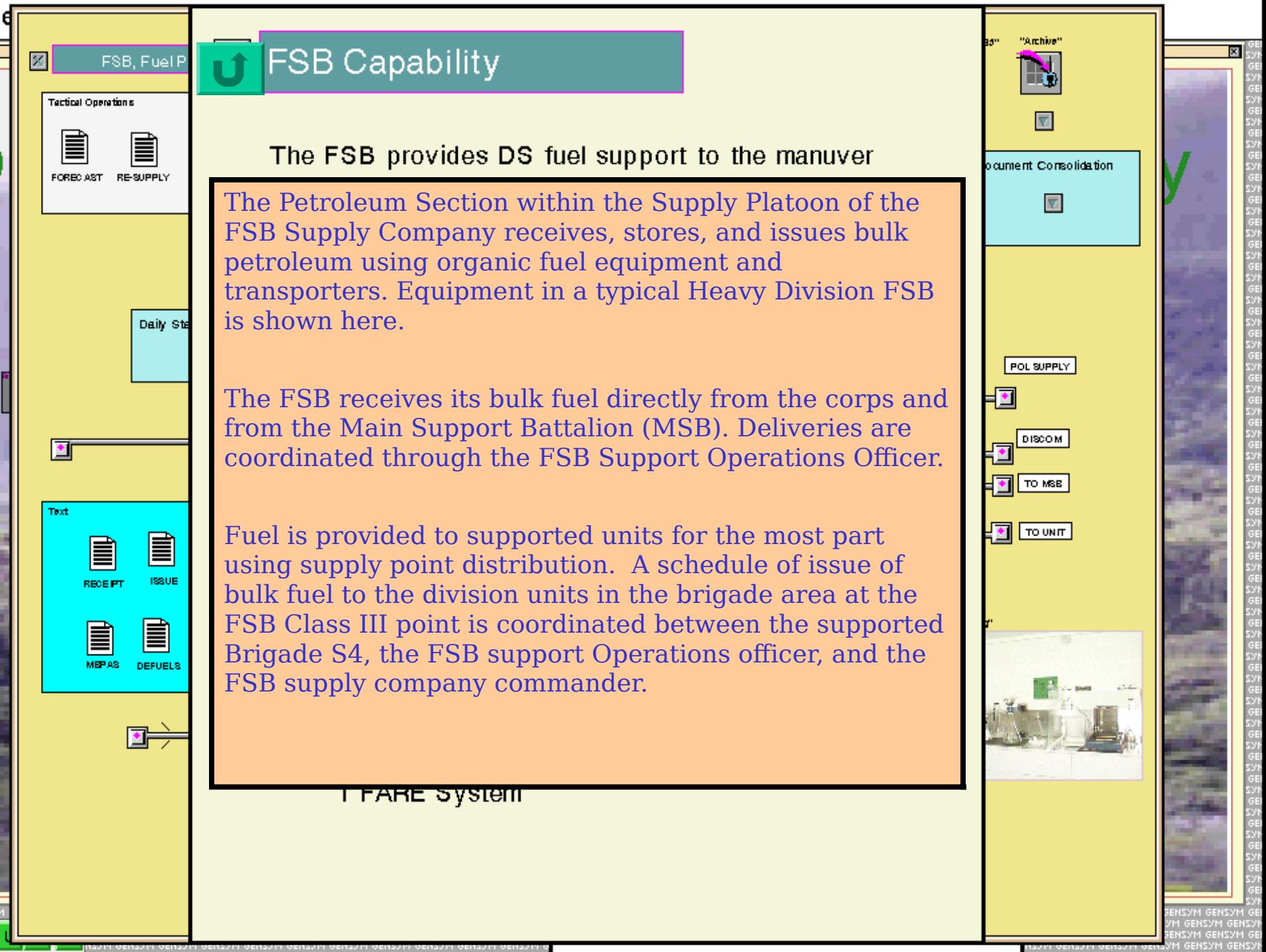
Based on the forecast, the FSB Support Operations advises the DMMC of projected requirements.

In addition to forecasting requirements for its own units, the FSB also has a requirement for a Daily Status Report, prepared by the Class III supply point and submitted to the DMMC to show quantities of bulk fuel received, issued, on hand, and due-in. Format for the report is established by SOP.

FSB, Fuel Process









Forecast/Status Report

Tactical Operations

FORECAST RE-SUPPLY ROM

Daily Status of

Text

RECEIPT ISSUE INVEST

MEETINGS DEFUELS

The FSB petroleum section submits a daily status report on quantities of fuel received, issued, and on-hand to the DMMC.

The supported brigade S-4 in coordination with the FSB support operation section submits a forecast for bulk fuel requirements for all divisional units in the brigade area to the DMMC daily. Forecasts usually consider projected requirements for support of operations for the next 72 hours in 24 hour increments.



Replenishment

- * Resupply in a tactical environment is normally pushed from a higher supply source based on reported fuel status and forecasted requirements. The FSB is resupplied by the MSB or by throughput from the COSCOM.
- * Issue documentation is prepared by the issuing activity (DA Form 2765-1, DD Form 1348).
- * In some instances fuel may be requested from a higher supply source. In these circumstances the FSB, MSB, or ASB prepares request (DA Form 2765-1, DD Form 1348).
 - * Assigns document number and posts to document Register (DA Form 2064)
 - * Sends Refueling Vehicle with request to supporting Fuel Supply Point

onsolidation

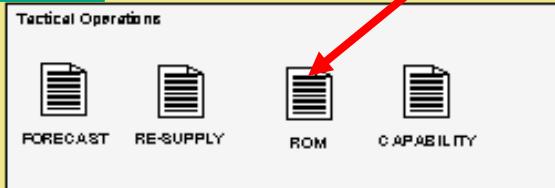
PPLY

OM

MSB

NIT





FSB-TANKER-POOL

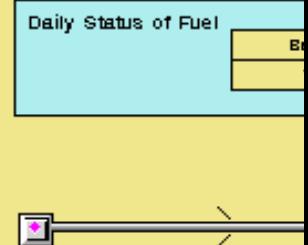
Retail Support

NUMBER in Convoy [3]

1 ▾ 11

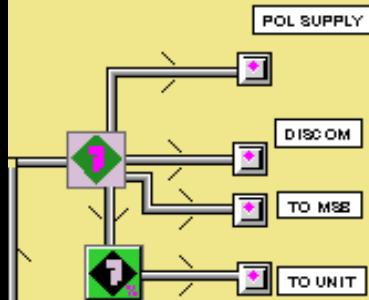
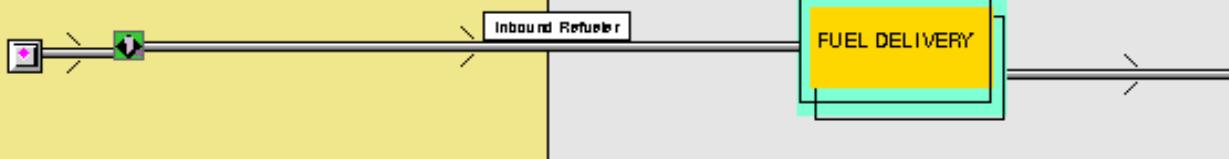
Fuel of Convoy [100.00]

Document Consolidation

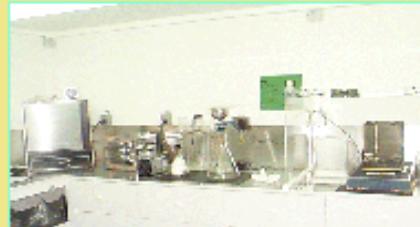


Refuel on the Move (ROM) operations, as already mentioned at the unit level, may also be conducted by the FSB. ROM operations are conducted to aid the resupply of maneuver elements enroute to a mission or new location.

The FSB conducts ROM operations by dispensing fuel from the 5,000 gallon tankers into the fuel tanks of combat vehicles using the self-contained pump assembly. Use of a ROM kit with the 5,000 tanker provides the capability for an eight point refueling operation.



"Sample and Testing"

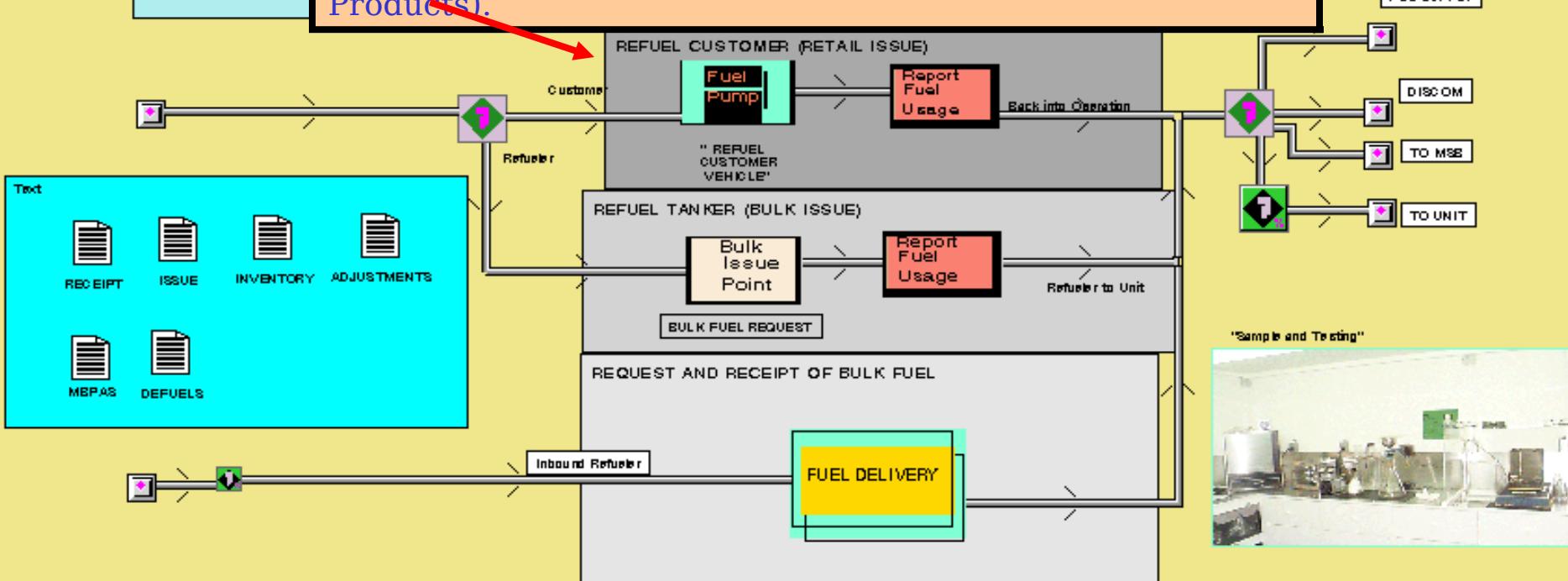


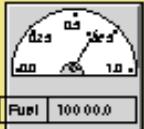
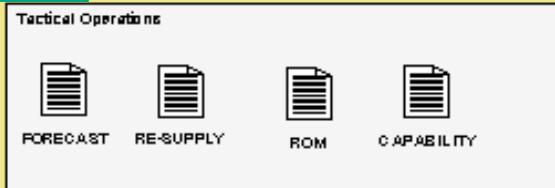


Daily Status of Fuel

As noted at the Unit level, unless otherwise directed, or precluded by combat operations, normal bulk petroleum accounting and management procedures are followed.

For Retail issues, the procedure is the same as described for issue from refuelers at the Unit level. Issues are recorded on a DA Form 3643, Daily Issue Sheet to include the data elements previously described. Daily, issues are totaled and recorded on DA Form 3644 (Monthly Abstract of Petroleum Products).





Retail Support NUMBER in Convoy [3]

Document Consolidation

Daily Status

POL SUPPLY

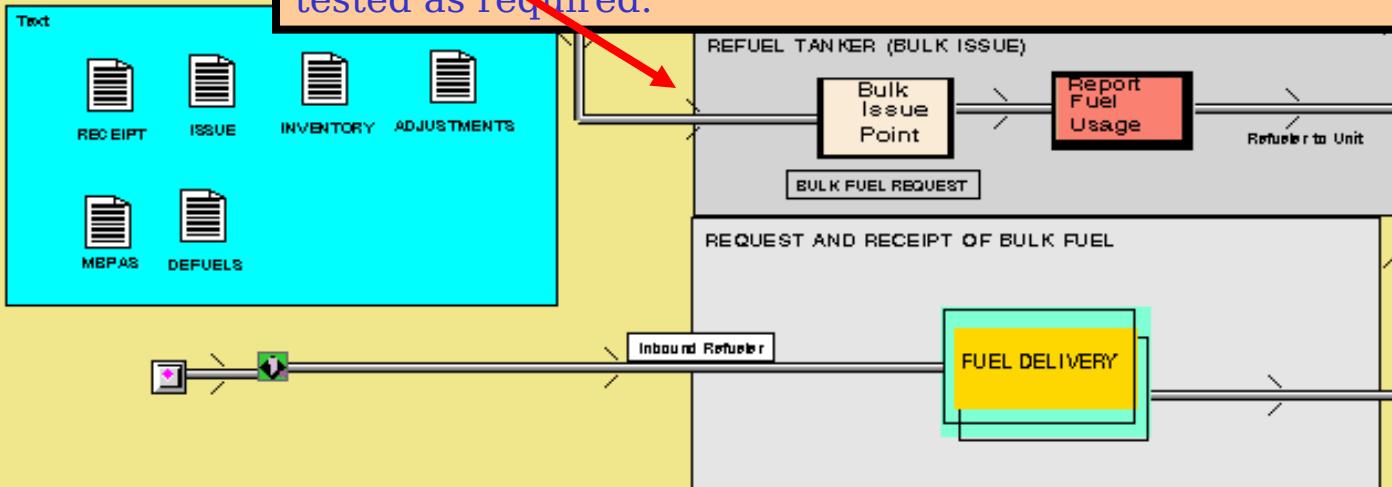
DISCOM

TO MSB

1 TO UNIT

Bulk issues are made against the supported unit's request document (DA Form 2755-1, etc.). The quantity of the issue is recorded on the document and also posted to the Stock Record Account, DA Form 1296 (Stock Accounting Record).

Prior to daily refuel operations, fuel is sampled and tested as described at unit level. Fuel filters in filter separators are also tested as required.

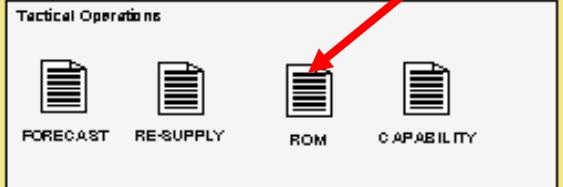


"Sample and Testing"



FSB, Fuel Process

Click Info button for ROM information



'DA Form 2844'

'DA FORM 2785'

'Archive'

Document Consolidation

Retail Support NUMBER in Convoy [3]

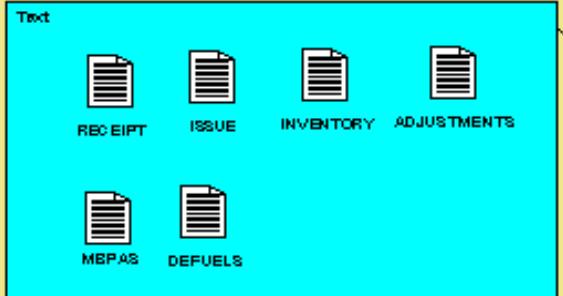
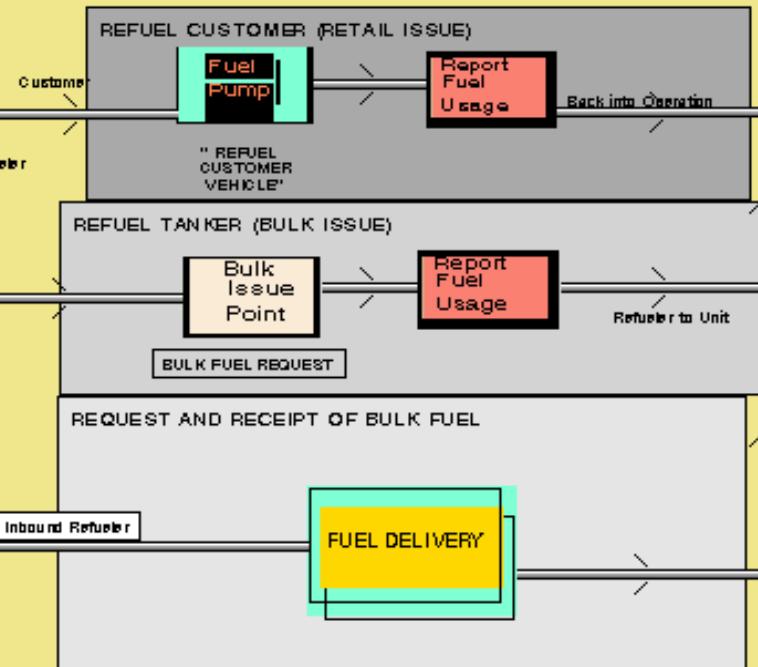
1 11

Fuel of Convoy [100.00]

Daily Status of Fuel

Begin Inv	On Hand	Fuel Issued	Fuel Received	End Inv
100.000.0	100.000.0	0.0	0.0	100.000.0

POL SUPPLY



FSB, Fuel Process

Tactical Operations

FORECAST RE-SUPPLY

ROM CAPABILITY



FSB-TANKER-POOL



'DA Form 2844' 'DA FORM 2785'

"Archive"



Document Consolidation



Retail Support

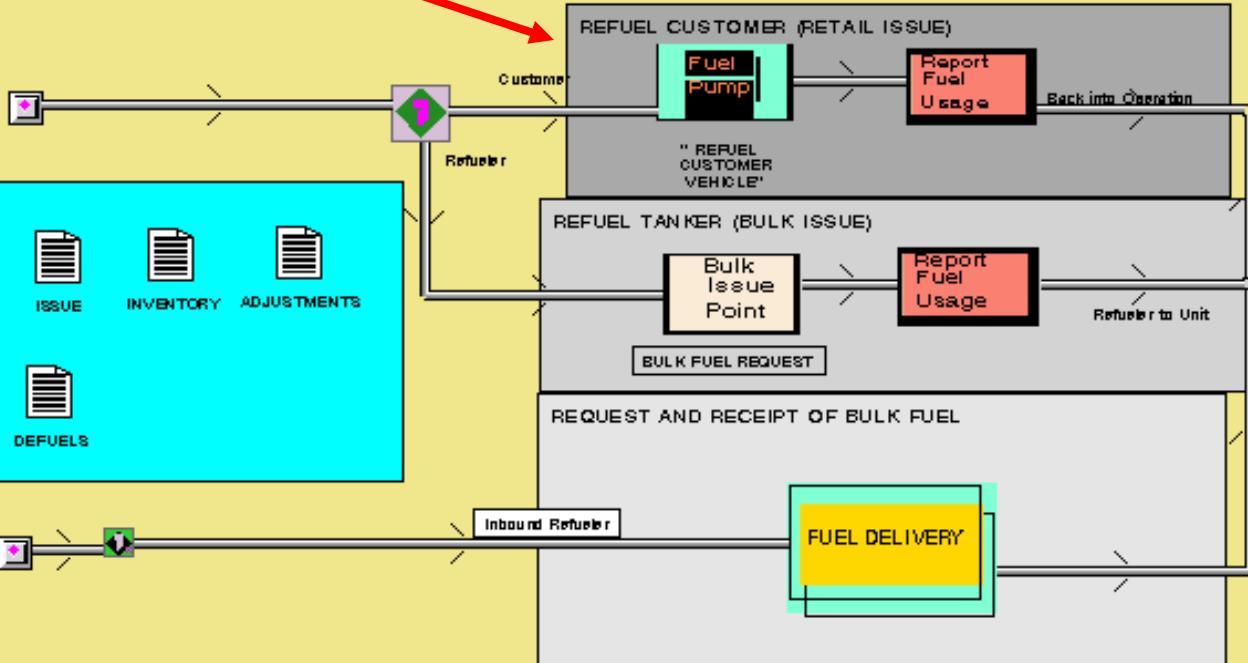
NUMBER in Convoy [3]

1 ▾ 11

Fuel of Convoy [100.00]

Daily Status of Fuel

Begin Inv	On Hand	Fuel Issued	Fuel Received	End Inv
100.000,0	100.000,0	0,0	0,0	100.000,0



Text

RECEIPT ISSUE INVENTORY ADJUSTMENTS

MBPAS DEFUELS

"Sample and Testing"

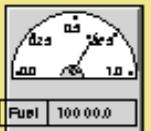


FSB, Fuel Process

Tactical Operations

FORECAST RE-SUPPLY

ROM CAPABILITY



'DA FORM 2844' 'DA FORM 2785'

"Archive"



Document Consolidation



Retail Support

NUMBER in Convoy [3]

1 ▾ 11

Fuel of Convoy [100.00]

Daily Status of Fuel

Begin Inv	On Hand	Fuel Issued	Fuel Received	End Inv
100.000,0	100.000,0	0,0	0,0	100.000,0

POL SUPPLY

REFUEL CUSTOMER (RETAIL ISSUE)

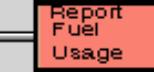
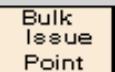
Customer



Back into Operation

" REFUEL
CUSTOMER
VEHICLE"

REFUEL TANKER (BULK ISSUE)

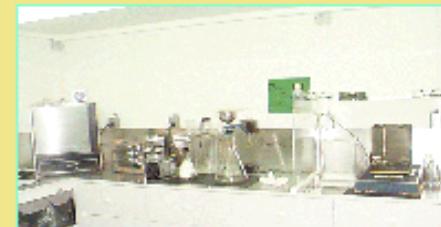


Refueler to Unit

REQUEST AND RECEIPT OF BULK FUEL



"Sample and Testing"



Text

RECEIPT ISSUE INVENTORY ADJUSTMENTS

MBPAS DEFUELS

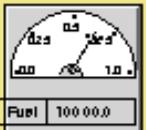
Inbound Refueler

FSB, Fuel Process

Tactical Operations

FORECAST RE-SUPPLY

ROM CAPABILITY



'DA Form 2844' 'DA FORM 2785'

"Archive"



Document Consolidation



Retail Support

NUMBER in Convoy [3]

1 ▾ 11

Fuel of Convoy [100.00]

Daily Status of Fuel

Begin Inv	On Hand	Fuel Issued	Fuel Received	End Inv
100.000,0	100.000,0	0,0	0,0	100.000,0

POL SUPPLY

REFUEL CUSTOMER (RETAIL ISSUE)

Customer



Back into Operation

Refueler

"REFUEL CUSTOMER"

DISCOM

TO MSB

TO UNIT

Next we will look at procedures for receipts of bulk fuel
at the FSB.

Text

RECEIPT

ISSUE

INVENTORY

ADJUSTMENTS

MBPAS DEFUELS

Issue Point

Usage

Refueler to Unit

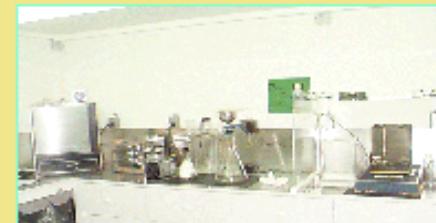
BULK FUEL REQUEST

REQUEST AND RECEIPT OF BULK FUEL

Inbound Refueler

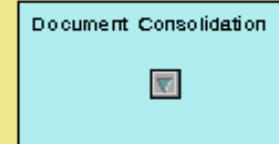
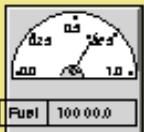
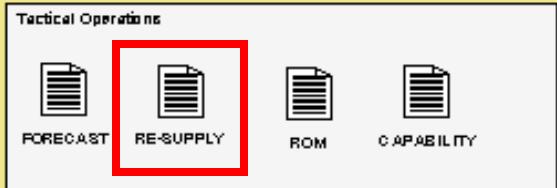


"Sample and Testing"



FSB, Fuel Process

"DA Form 2844" "DA FORM 2785" "Archive"

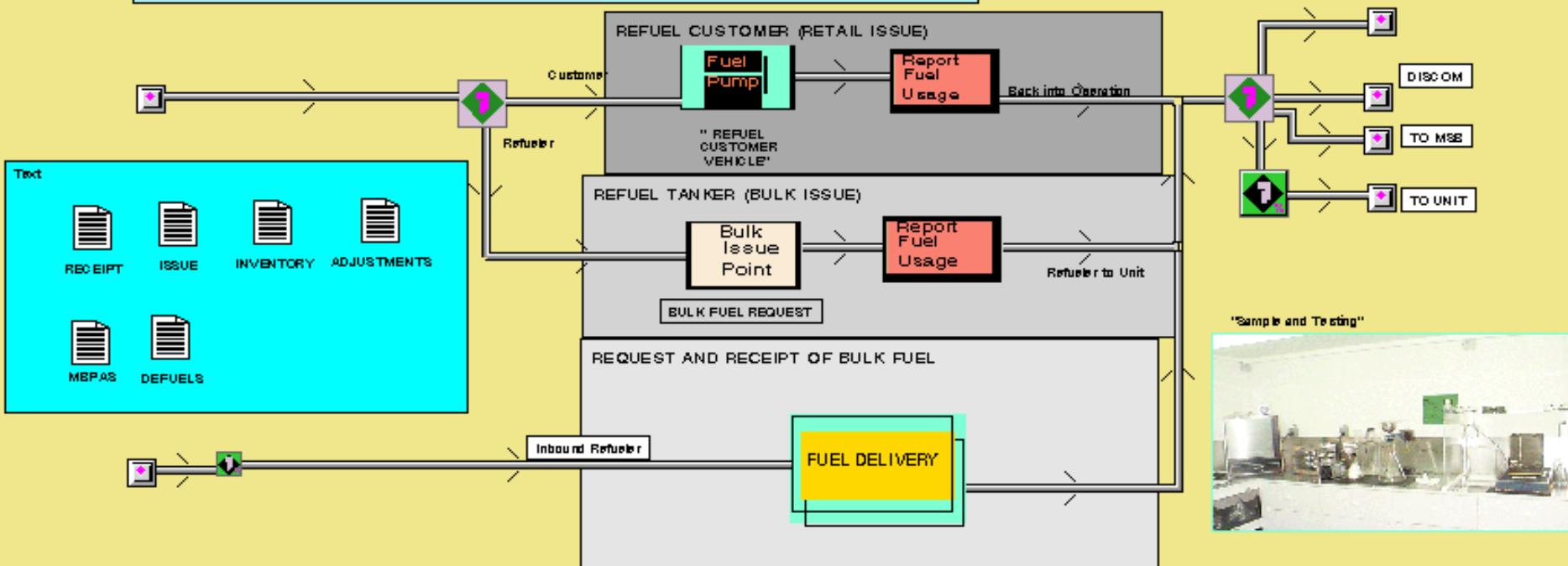


Retail Support NUMBER in Convoy [3]

The forecasts and status reports serve as a basis for the supply of bulk fuel into the FSB as noted within the text block contained in the red square.

Daily Status of

100.000.0 100.000.0 0.0 0.0 100.000.0



Tactical Operations



FORECAST



Receipt of Bulk Fuel

Annotate DA Form 2765-1, DD Form 1348, etc.
with quantity received & sign

Volume correct to 60 degrees Fahrenheit if equal to or
greater than 3,500 gallons

Assign a voucher number on DA Form 272
(Register of Vouchers to a Stock Record Account)

Post receipt to Stock Record Accounting Card DA Form
1296

Adjust balance



Text

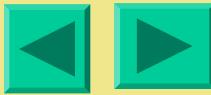
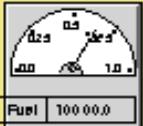


RECE



MEPA

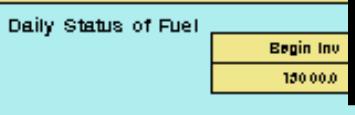
FSB, Fuel Process



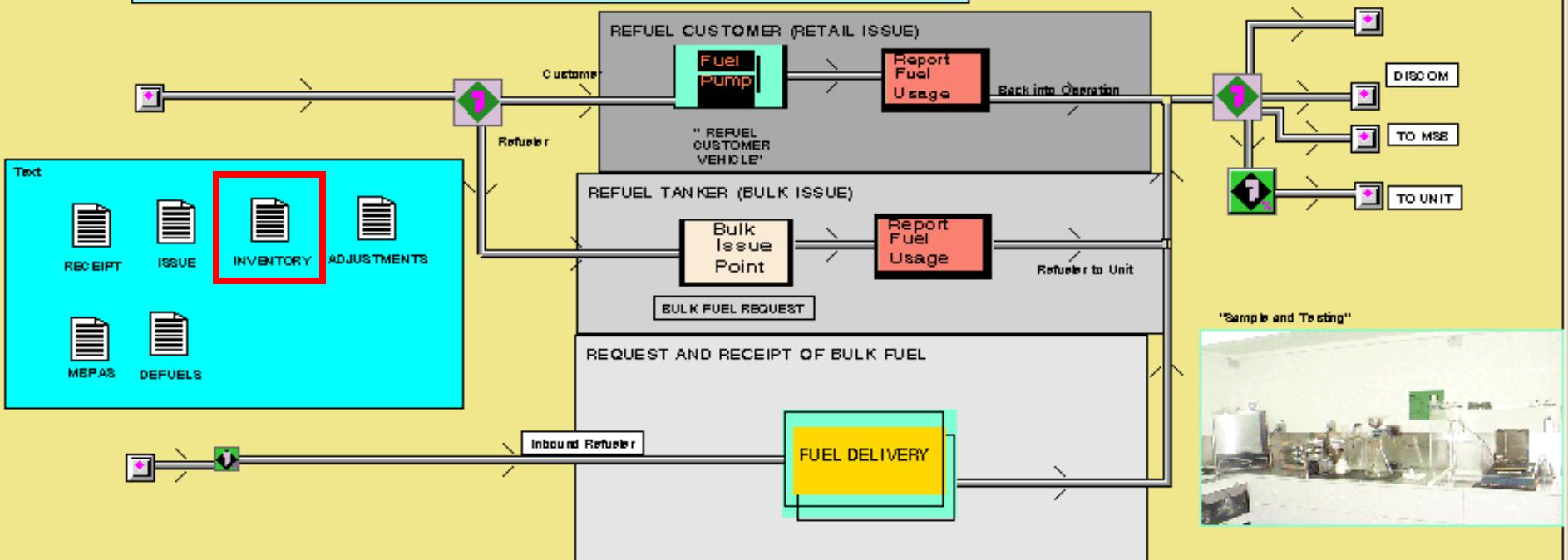
'DA Form 2844'

'DA FORM 2785'

"Archive"

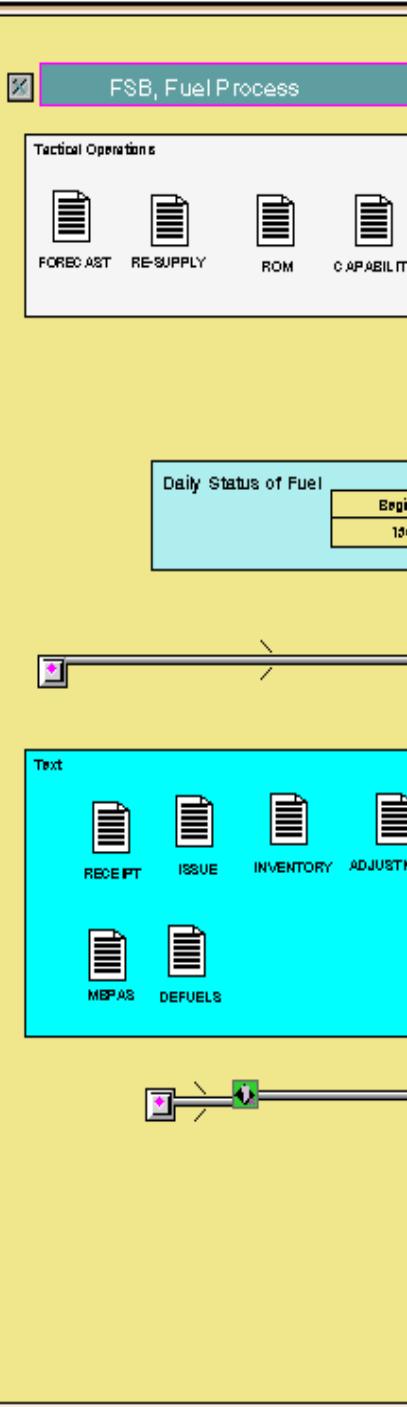


As at the Unit level, daily and/or weekly, and monthly inventories of bulk fuel are performed; gains/losses are computed, and appropriate adjustment actions taken. A MBPAS is also prepared and forwarded for approval.





File



SB Inventory Procedures

Gage solid wall tanks having Issues/Receipts for fuel
Record gaging data on DA Form 3853-1
(Innage Gage Sheet) or locally produced form.
Use total Receipts/Issues on Daily Issue Sheet
(DA Form 3643) & post to DA Form 3644
(The Monthly Abstract of Issues of Petroleum products)

Weekly Gage solid wall tanks that have not had Receipts/Issues of fuel Record on DA Form 3853-1 (Innage Gage Sheet) or locally produced form.

Monthly Conduct Monthly Physical Inventory as of 0800 hrs, last day of month:

Gage all tanks
Record results on DA Form 3853-1 (inrage Gage Sheet)
Volume Correct quantities > 3,500 gallons to 60 degrees F

- Reconcile physical inventory on DA Form 5831-R
(Petroleum Product Inventory Control Sheet)
- Total Issues/Receipts on DA Form 3644 (Monthly Abstract), assign document number & post to Stock Accounting Cards - DA Form 1296
- Reconcile physical inventory data on DA Form 5831-R
(Petroleum Product Inventory Control Sheet)
- Record data on DA Form 4702-R Monthly Bulk Petroleum Accounting Summary (MBPAS)

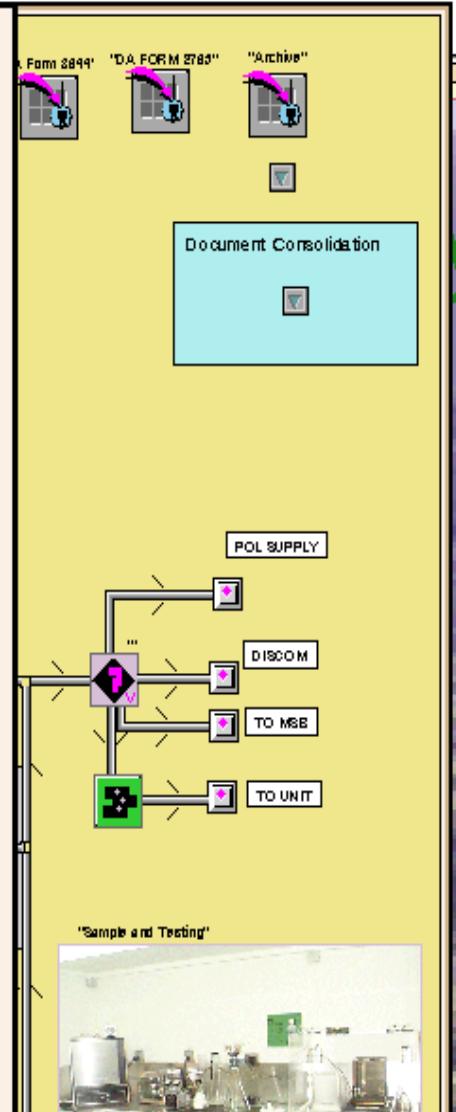
Record by Product: opening inventory, total receipts, total issues, closing book balance, & physical inventory results

Compute allowable gains or losses

JP-8) AVGAS, Gasoline

+/- 1/2 of 1% of total of beginning inventory & receipts
for all the stores in the chain

for all other petroleum products

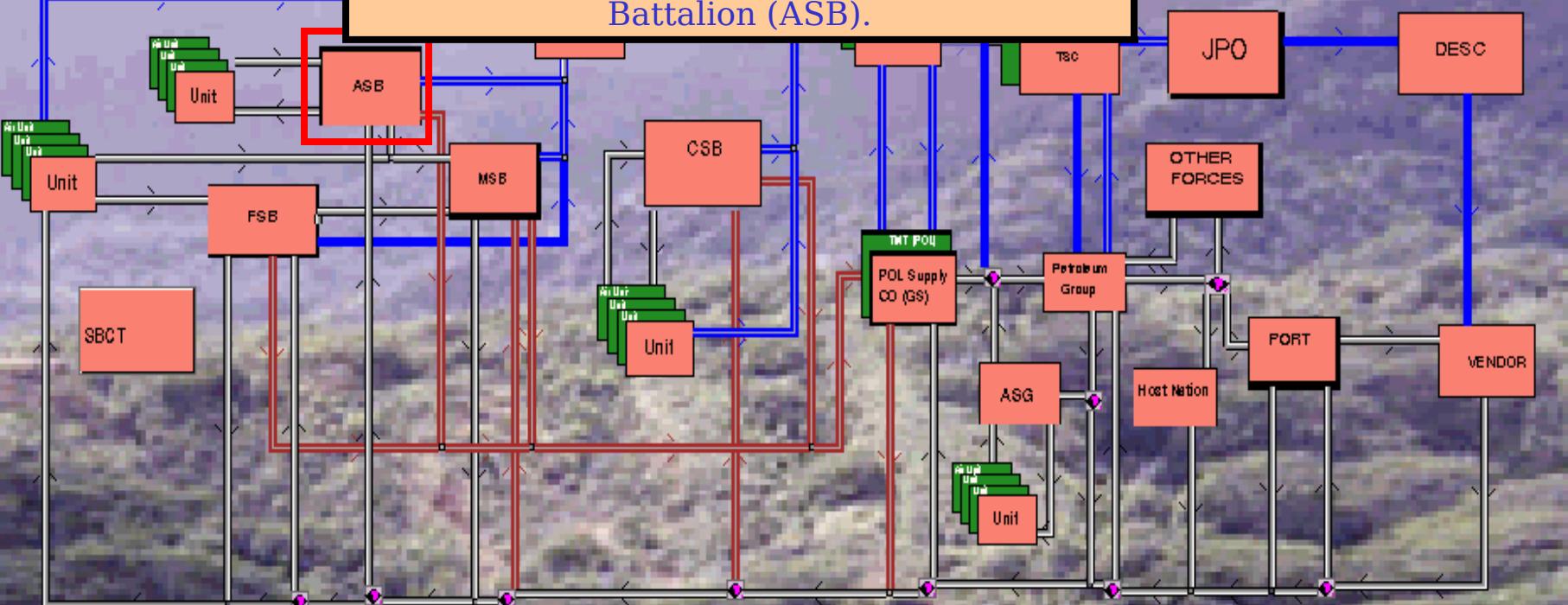


301



Division Corps Theater Industry

We will now drill down and look at Class III operations within the Aviation Support Battalion (ASB).



© A.V.S. Park 2005 400000e.vt;



A horizontal number line starting at 1.0 and ending at 2.0. There are three tick marks on the line. The first tick mark is labeled "1.0" above the line. The second tick mark is labeled "1.3" below the line. The third tick mark is labeled "2.0" above the line.

MESSAGE-BOARD



Tactical Operations

FORECAST REPLENISHMENT FARP CAPABILITY



"Fuel Source"



Order Fuel
Amount of Fuel Requested
20000

To Unit



RETAIL-ISSUE



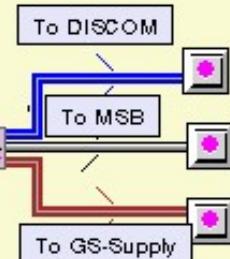
"Sample and Testing"



BULK-FUEL-ISSUE



FORECAST-REQUIREMENT



RECEIPT

DEFUELS

INVENTORY ADJUSTMENTS

MBPAS



Tactical Operations

FORECAST REPLENISHMENT FARP

CAPABILITY



"Fuel Source"



Order Fuel
Amount of Fuel
Requested
20000

As at the Forward Support Battalion, both retail and bulk issues are made to supported units/aircraft.

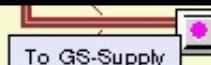
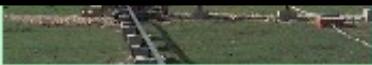
The procedures described for the receipt, issue, inventory, and management of bulk fuel previously described at the FSB apply equally to the Aviation Support Battalion.

The DD Form 1898 is used in documenting issues to aircraft not organic to the division.

The DASB is normally resupplied via throughput from the COSCOM. The MSB provides reinforcing bulk fuel support to the ASB. The Aviation Brigade S4 coordinates with the DISCOM Support Operations for issues from the MSB.

As noted at the Aviation Unit level, the Aqua-Glo test to detect water must be performed on fuel before the start of daily fueling operations.

Let us look in more detail at the Class III capability of the DASB.



FORECAST-REQUIREMENT



RECEIPT

DEFUELS

INVENTORY ADJUSTMENTS MBPAS

CAPABILITY



The ASB provides supply point distribution for its customers. It also distributes bulk petroleum to Aviation brigade forward elements at Forward Arming and Refueling Points (FARPS), and is able to refuel aircraft using Hot Tactical Aircraft Refueling Systems (HTARS) with HEMTT tankers.



The HQS & Supply Co, Aviation Support Bn provides support to the Aviation BDE & Cavalry Squadron. Equipment includes:

- 1- Airmobile Lab
- 1- FSSP
- 12- HEMTT Tankers
- 8 - FARE Systems
- 3 - 5000 Gallon Tankers
- 3 - HTARS

Forward Arming and Refuel Point (FARP)



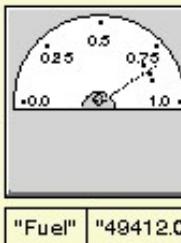
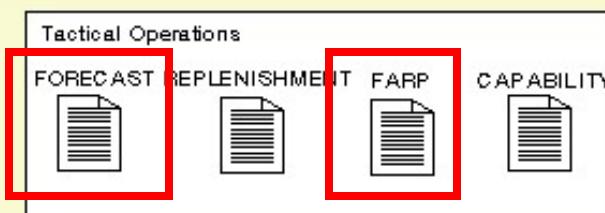
A FARP is a temporary arming and refueling facility organized, equipped, and deployed by an aviation unit commander to support tactical operations. The term applies only to units with attack or cavalry missions. FARPs increase time on station by reducing turn around time associated with refueling and rearming. FARPs can be emplaced by either ground or aerial means. The Aviation Support Battalion may operate FARPs to distribute fuel to forward Aviation BDE elements.

"Sample and Testing"



Aviation units with other missions use the terms: Company Rapid Refueling Point (CRRP), or Brigade (or Battalion) Rapid Refueling Point (BRRP). These are used to refuel aircraft as quickly as possible, allowing combat support missions to continue. They are used only for temporary, specific mission requirements.

Division Rapid Refueling Point (DRRP). Stationary in nature, the DRRP is located in a protected rear area of the Division Support Area (DSA), and manned by the ASB. Duration of operations depends on the situation (METT-T).

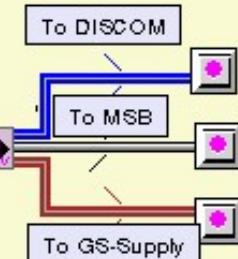
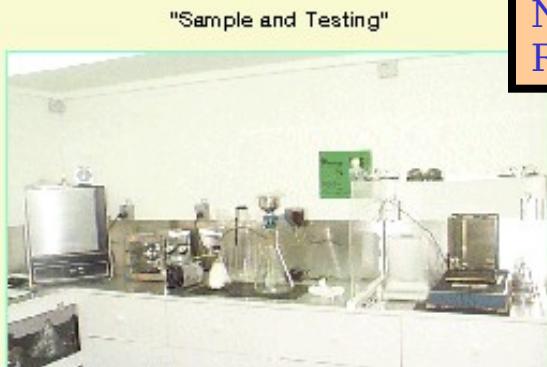


Order Fuel
Amount of Fuel Requested

To Unit

FARP operations described at the Aviation Unit level can also be conducted-supported by the ASB.

Next let us look at Forecasting and Status Reporting as it applies to the DASB.



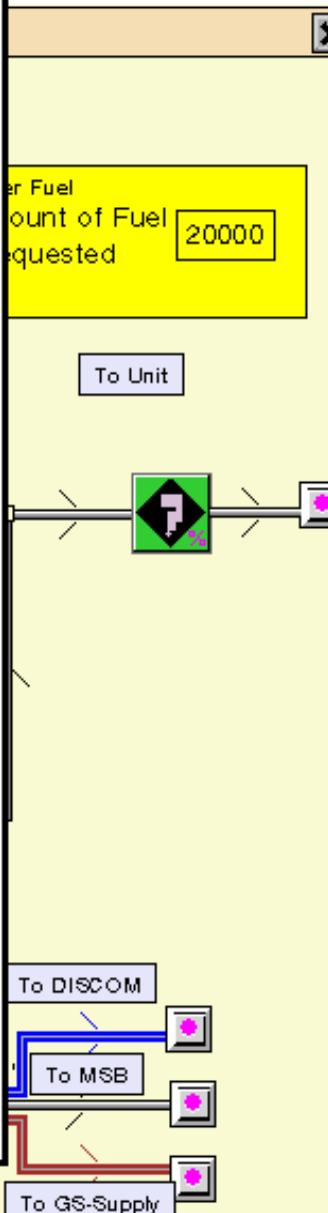


Forecast/Status Report



The ASB petroleum section submits a daily status report on quantities of fuel received, issued, and on-hand to the DMMC.

The Aviation brigade S-4 in coordination with the ASB support operation section submits a forecast for bulk fuel requirements for all supported units to the DMMC daily. Forecasts usually consider projected requirements for support of operations for the next 72 hours in 24 hour increments.



FORECAST-REQUIREMENT



RECEIPT



DEFUELS



INVENTORY



ADJUSTMENTS MBPAS



Forecast/Status Report

er Fuel
ount of Fuel
equested

As in the FSB, the Aviation Support Battalion submits a daily bulk fuel status report as prescribed by SOP or other directive.

The Aviation Brigade S4 consolidates forecasted requirements for all Aviation Brigade units, as well as for the divisional Cavalry Squadron.

support of operations for the next 72 hours in 24 hour increments.

To Unit



To DISCOM

To MSB

To GS-Supply

FORECAST-REQUIREMENT



RECEIPT



DEFUELS



INVENTORY ADJUSTMENTS

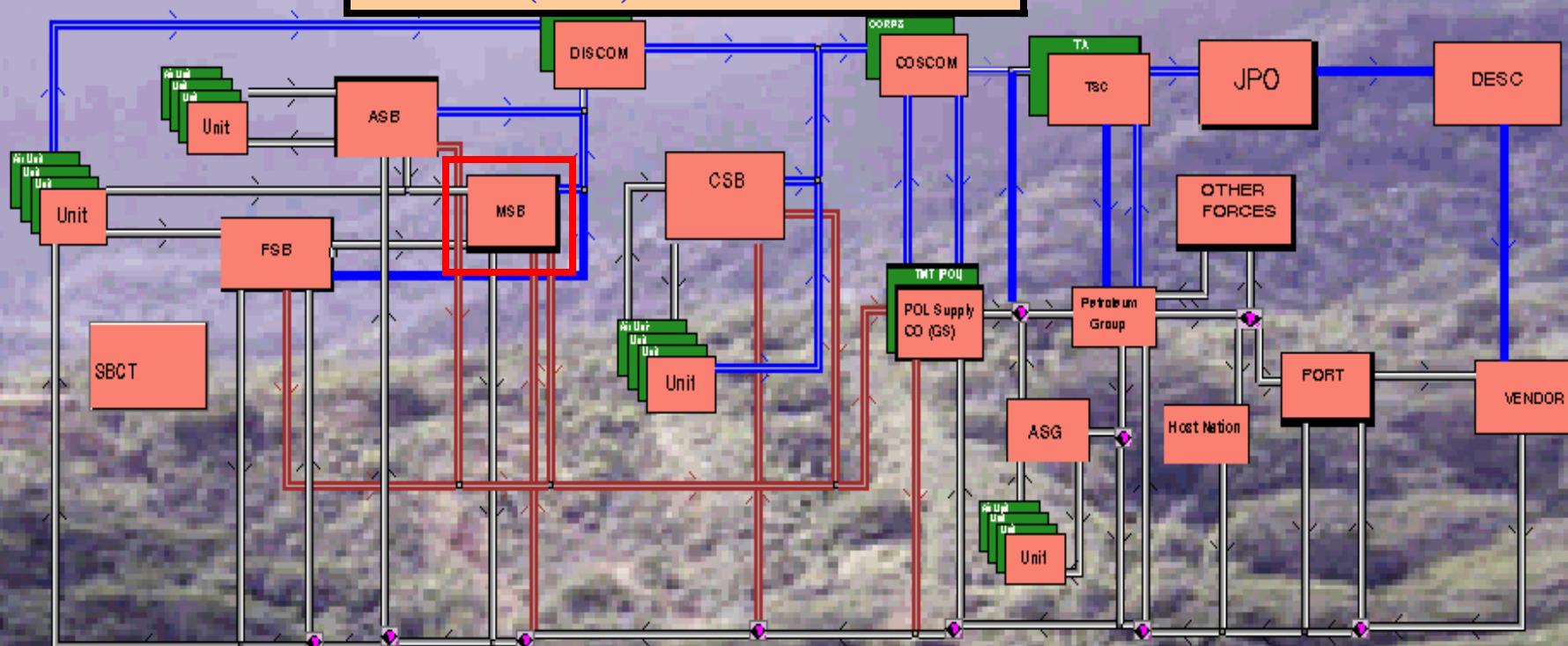


MBPAS



Division Corps Theater Industry

We will now drill down and look at the detail at the division's Main Support Battalion (MSB).



MONDAY'S DATES: 16-17-18



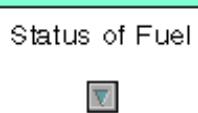
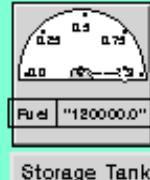
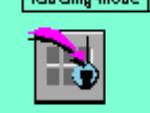
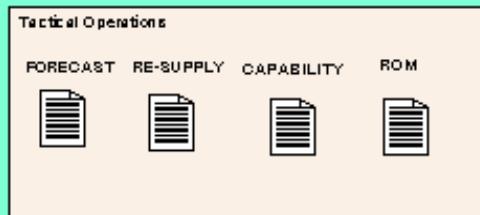
$$\frac{1.0}{\sqrt{1.3}} = 0.84$$

$$\frac{1.0}{\sqrt{1.55}} = 4.0$$

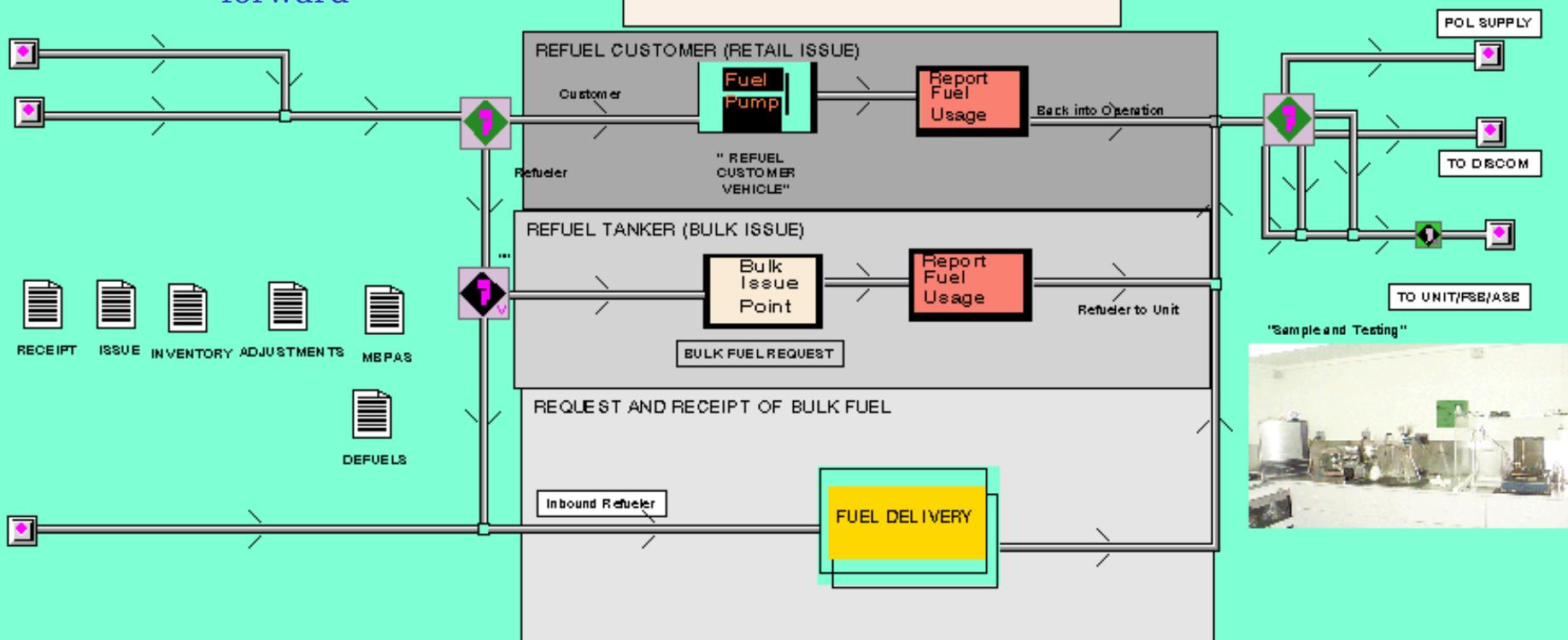
MESSAGE-BOARD

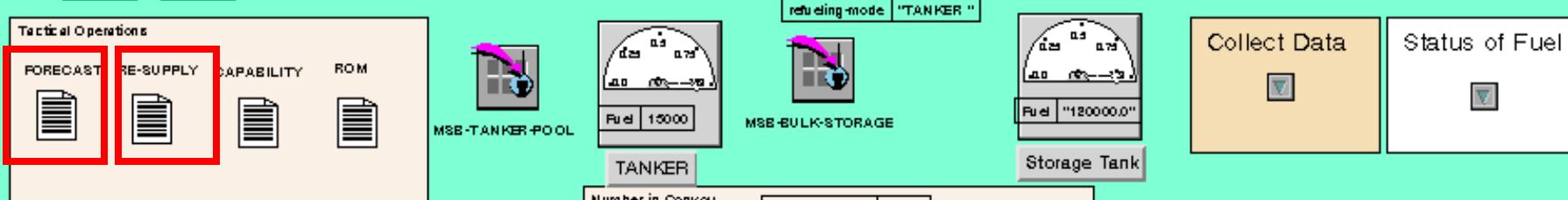


Main Support BN

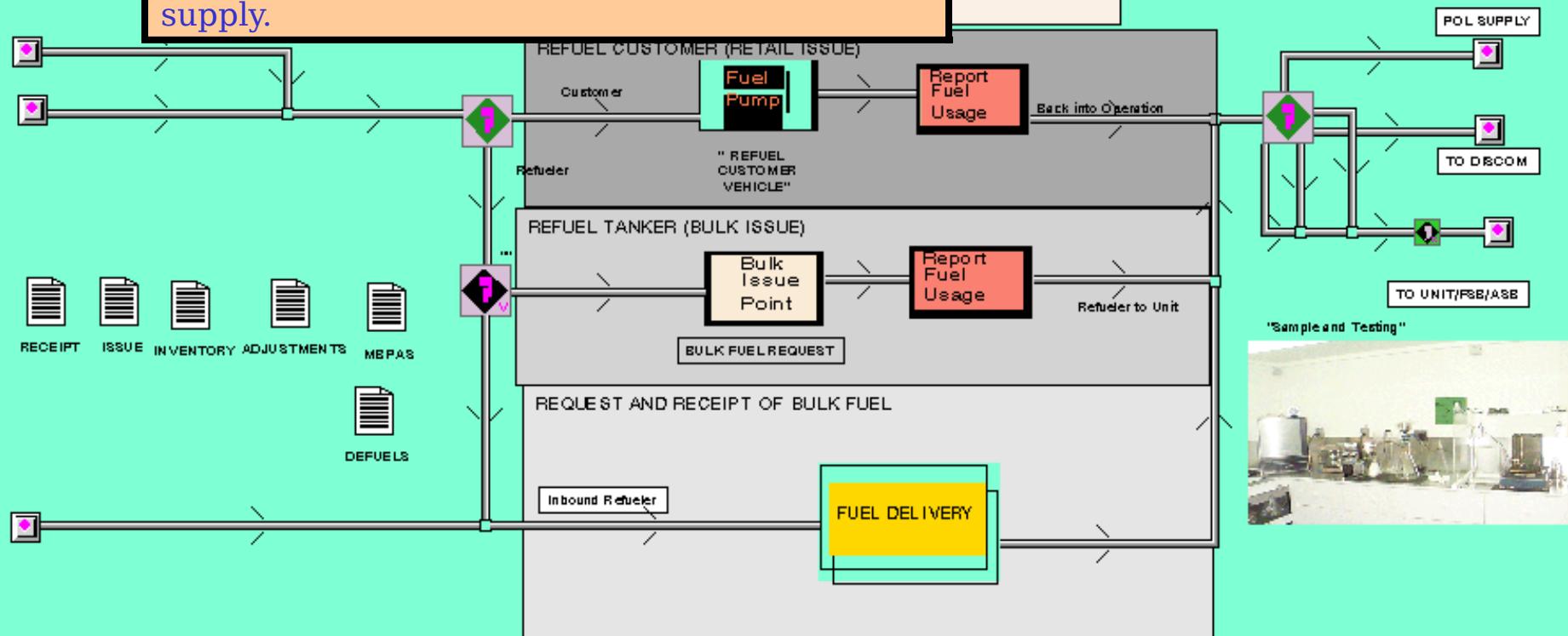


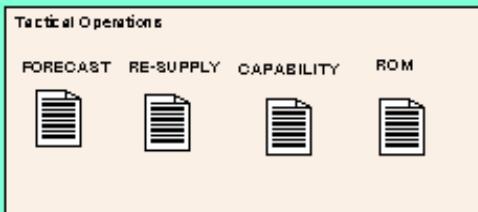
Click on Info Button to move forward





Now let us look at the role of the MSB in forecasting and status reporting and at re-supply.





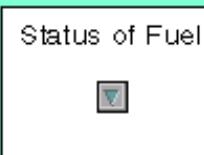
refueling-mode "TANKER"



MSB-BULK-STORAGE



Storage Tank



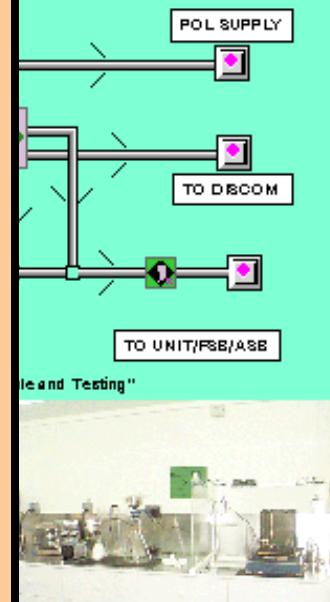
Number in Convoy

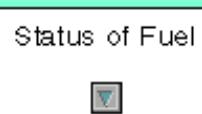
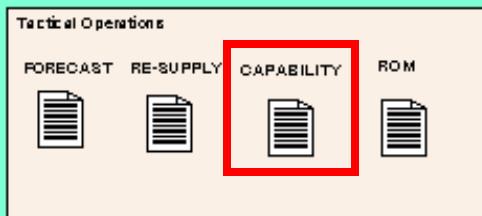
Fuel of Convoy 15000

As at the Forward Support Battalion and the Aviation Support Battalion, both Bulk and Retail issues are made to supported units and equipment at this level. The Main Support Battalion provides Retail and Bulk support to divisional units within its area as well as providing Bulk support to the Forward Support Battalions (FSBs) as well as to the Aviation Support Battalion.

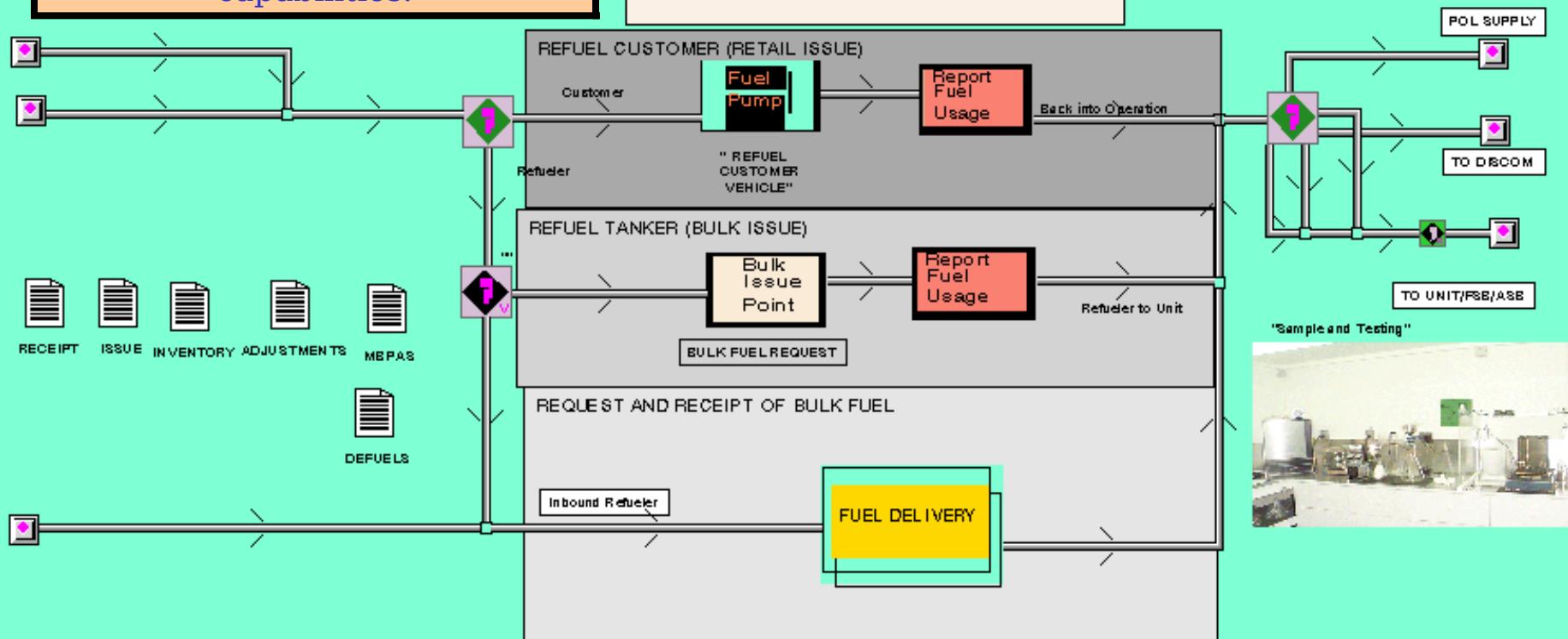
The procedures described for the receipt, issue, inventory, and management of bulk petroleum at the Forward Support Battalion level also apply equally to the Main Support Battalion.

We will take a closer look at capabilities of the MSB and its role in the supply of fuel within the division.





We will now look at MSB capabilities.



MSB Capability



The MSB provides either DS or reinforcing DS to all divisional units in the division rear and to the FSBs. It also maintains the division's reserves to support the FSB and DASB with supplies that can not be throughput to forward areas. Tankers from the MSB deliver bulk fuel to the FSB tankers. Deliveries are coordinated with the FSB. Fuel is either transferred from tanker to tanker, or a trailer transfer operation for the tanker semi-trailers will take place per division SOP.

Equipment in the MSB includes:

- 2 FSSPs
- 34 5,000 Gallon Tankers
- 2 Refuel on the move kits (ROM)
- 2 FARE Systems

Forecast/Status Report



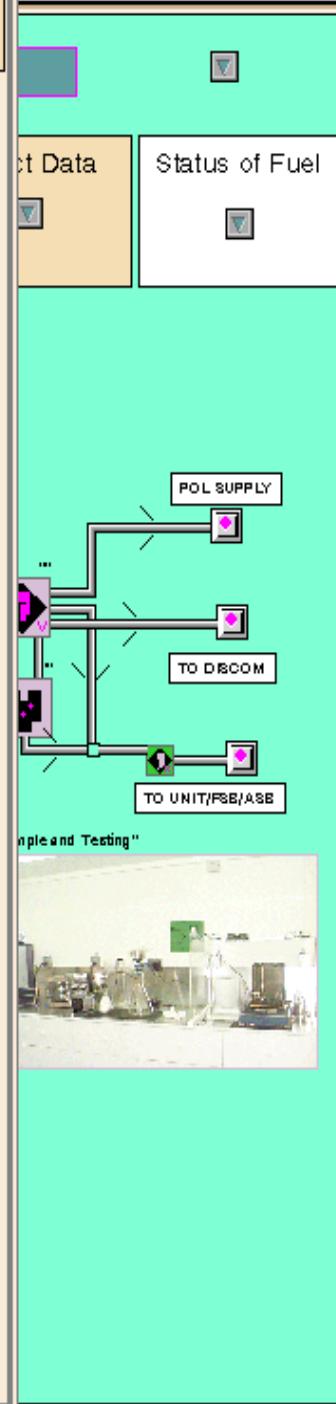
The MSB petroleum section submits a daily status report on quantities of fuel received, issued, and on-hand to the DMMC.

Units within the divisional rear area, in coordination with the MSB support operation section, submit forecasts for bulk fuel requirements to the DMMC daily. Forecast usually consider projected requirements for support of operations for the next 72 hours in 24 hour increments.

Replenishment

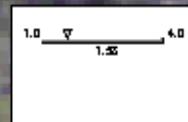
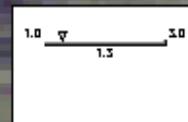
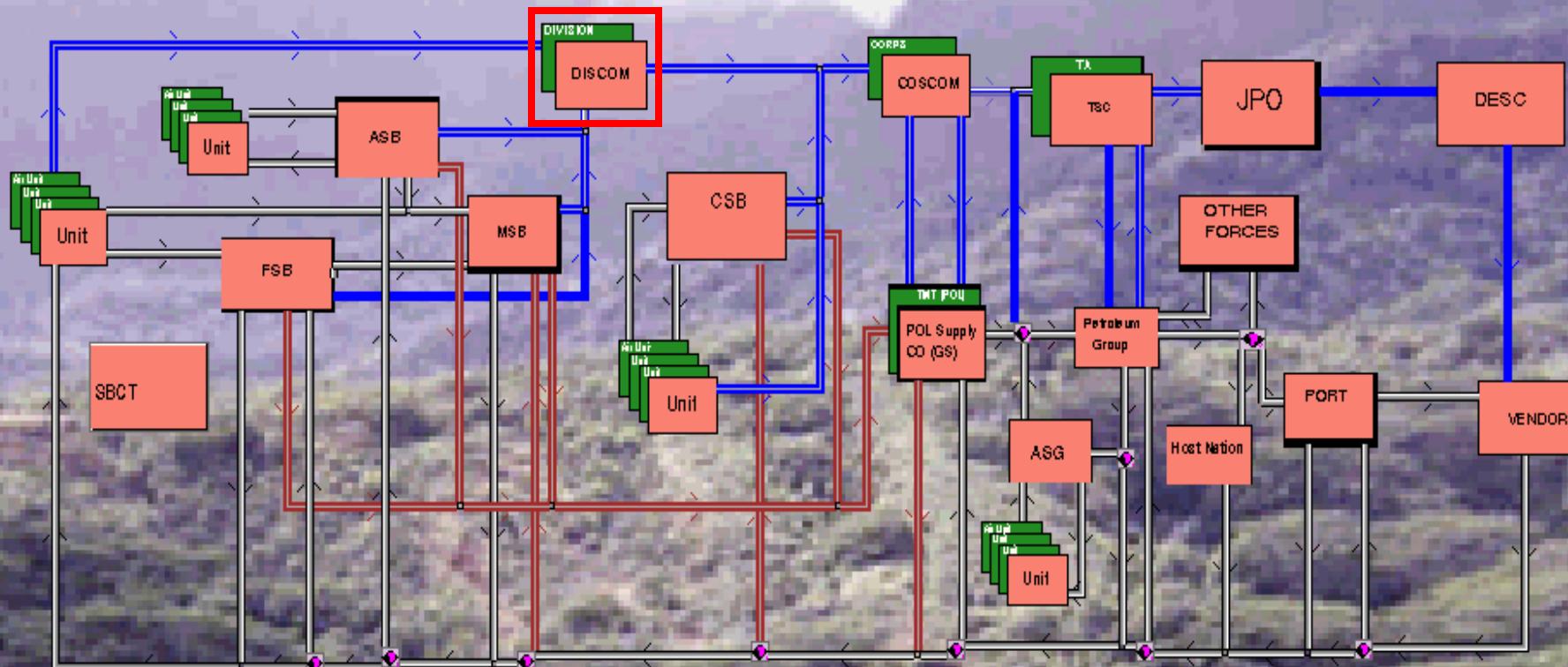


- * Resupply in a tactical environment is normally pushed from a higher supply source based on reported fuel status and forecasted requirements. The MSB is normally supplied by throughput put from Corps or Theater petroleum units, based on requirements forecasts submitted by the DMMC.
- * Issue documentation is prepared by the issuing activity (DA Form 2765-1, DD Form 1348).
- * The MSB pushes fuel to the FSB's and ASB based on direction from the DMMC in response to status and forecasted requirements.
- * In some instances fuel may be requested from a higher supply source. In these circumstances the MSB prepares request (DA Form 2765-1, DD Form 1348).
 - * Assigns document number and posts to document Register (DA Form 2064)
 - * Sends Refueling Vehicle with request to supporting Fuel Supply Point



Now we will look at the detail at the Division/DISCOM level and the role of

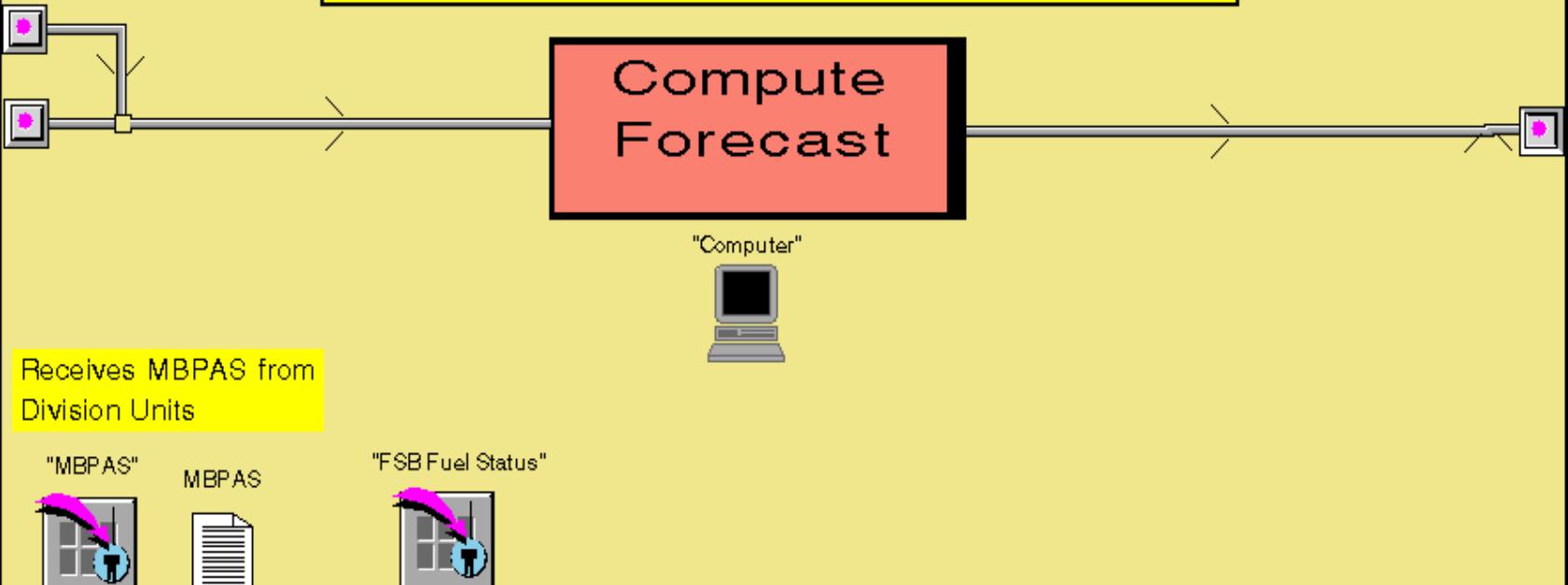
Now we will look at the detail at the Division/DISCOM level and the role of the Division Materiel Management Center (DMMC).





Click on Info button to move forward

Forecasting and Distribution – The DMMC consolidates a 3-day forecast from brigade and separate battalion S4s. Forecast frequency may vary depending on intensity of operations. Priorities, allocations, and other controls for fuels may be recommended to the division commander for approval through the G4. The DMMC then provides fuel allocation guidance to the MSB. The DMMC forwards the consolidated division forecast to the COSCOM MMC for programmed delivery.

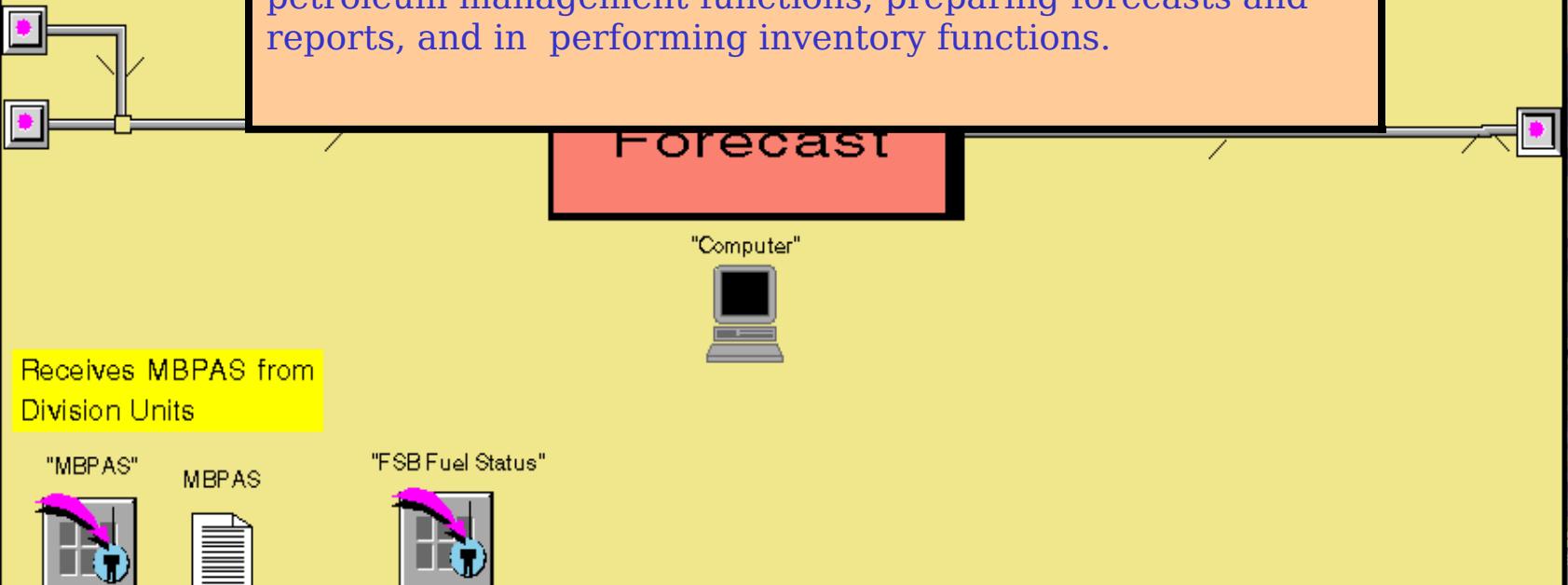




Forecasting and Distribution – The DMMC

The DMMC has the responsibility for preparing, coordinating, and forwarding the consolidated fuel forecast for the division, as well as providing appropriate allocation/distribution direction to the MSB.

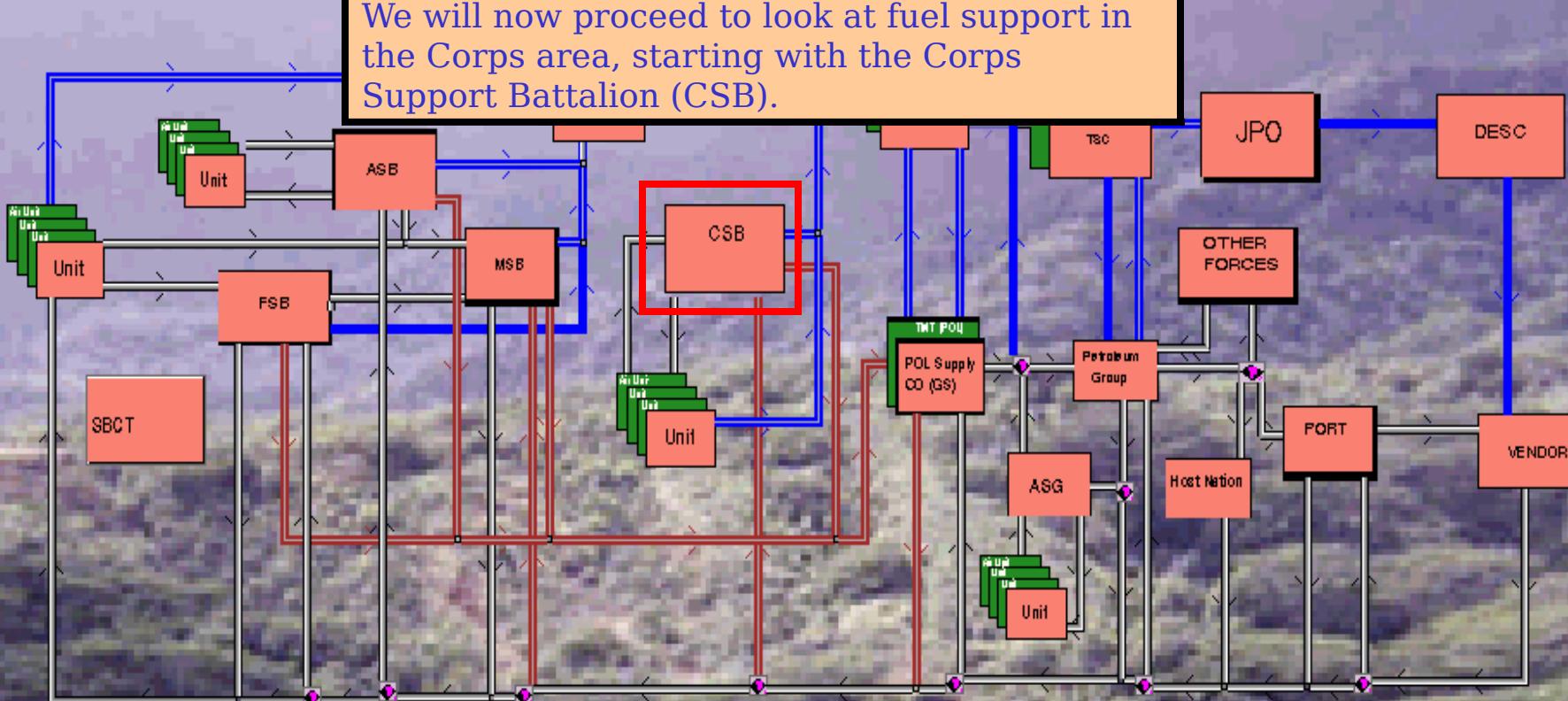
If detailed accounting procedures are in effect, the DMMC prepares a consolidated Monthly Bulk Fuels Accounting Summary (MBPAS) for the division based upon reports forwarded from divisional units. The DMMC provides technical assistance to subordinate units in performing petroleum management functions, preparing forecasts and reports, and in performing inventory functions.





Division Corps Theater Industry

We will now proceed to look at fuel support in the Corps area, starting with the Corps Support Battalion (CSB).



• МОДУЛЬ 3 РЕАЛИЗАЦИЯ АЛГОРИТМОВ



1.0  3.0

$$\frac{1.0}{V} = \frac{1.0}{1.55}$$

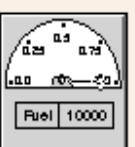
MESSAGE-BOARD

GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM
VM GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM
GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM
VM GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM GENSYM

CSB Fuel Process



TANKER



refueling mode "TANKER"

Storage Tank



CSB-FUEL-STORAGE CSB-REFUELER "D.A. Form 2789"



Tactical Operations



STATUS-REPORT



RE-SUPPLY



CAPABILITY

CSB Bulk Support

Number of Tankers in Convoy	<input type="text" value="2"/>
1	9
Fuel of Convoy 10000	

REFUEL CUSTOMER (RETAIL ISSUE)



Customer

Back into Operation

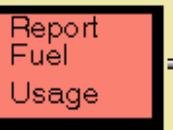
TO COCOM

POL SUPPLY

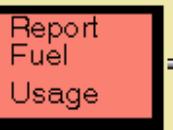
"Sample and Testing"



REQUEST AND RECEIPT OF BULK FUEL



BULK FUEL REQUEST



Refueler to Unit

TO UNIT

REFUEL TANKER (BULK ISSUE)



Inbound Refueler

RECEIPT



ISSUE



INVENTORY



ADJUSTMENTS



MBPAS

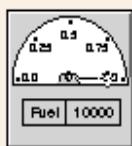


DERUELS

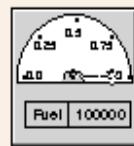
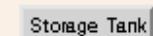




TANKER

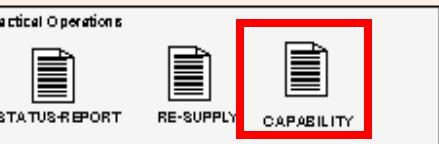


refueling mode "TANKER"



CSE FUEL STORAGE

CSE REFUELER "D A Form 2787"



Tactical Operations



1

1

CSB Bulk Support

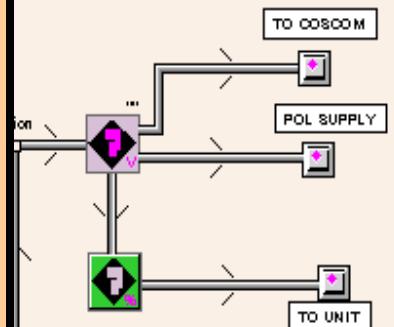
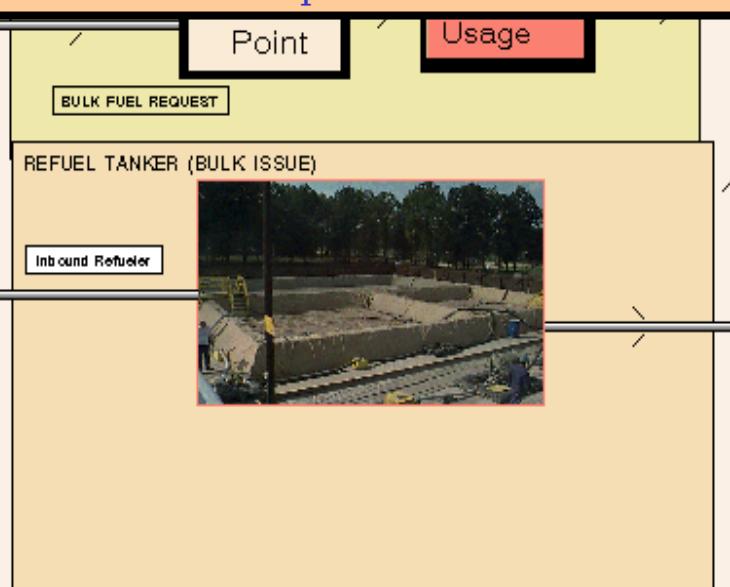
Number of Tankers
in Convoy

The QM Supply Companies (DS) assigned to Corps Support Battalions provide retail and bulk fuel support to non-divisional units in the same manner as previously described for the Forward Support Battalion and Main Support Battalion within the division, and follow the same procedures.

Now for a look at their capabilities.



RECEIPT ISSUE INVENTORY





CSB Capability

QM DS Supply Companies in the CSBs or ASGs provide fuel by supply point distribution for non-divisional units. The DS companies can also provide emergency aerial resupply using 500-gallon drums when ground LOCs are restricted or not available. DS unit personnel sling load 500-gallon drums for helicopter external sling load.

Equipment in the QM DS Supply Company includes:

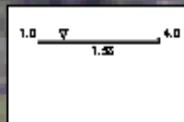
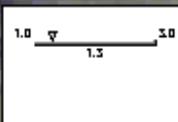
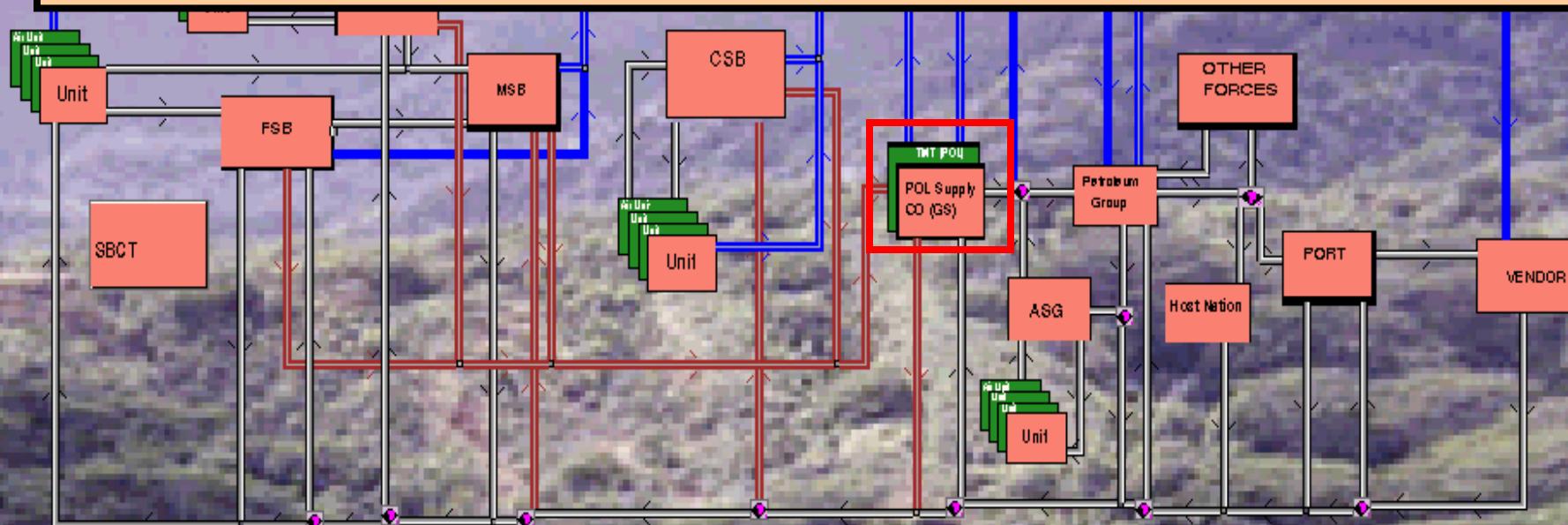
2 FSSPs

9 5,000 Gallon Tankers

The Petroleum Supply Company (GS) has the mission to receive, store, and transfer bulk

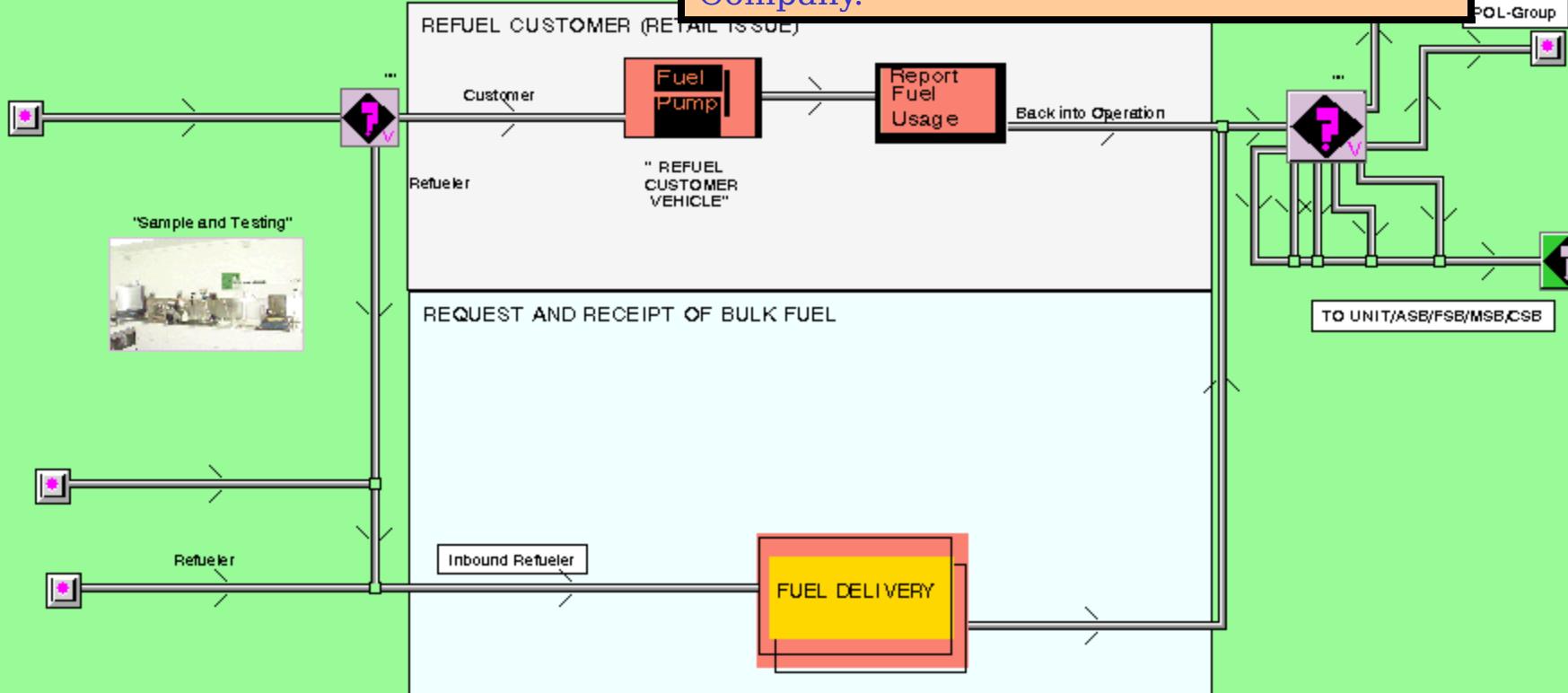
The Petroleum Supply Company (GS) has the mission to receive, store, and transfer bulk petroleum to divisional and non-divisional units. Petroleum supply companies, (GS), provide corps-wide GS level bulk fuel support to non-divisional DS supply companies, DISCOM MSBs/FSBs/ASBs, separate brigade support battalions, and Armored Cavalry Regiment (ACR) support squadrons.

Now, for a closer look at the functions of this unit.





First, a look at the capabilities of this unit, as well as replenishment of the POL Supply Company.





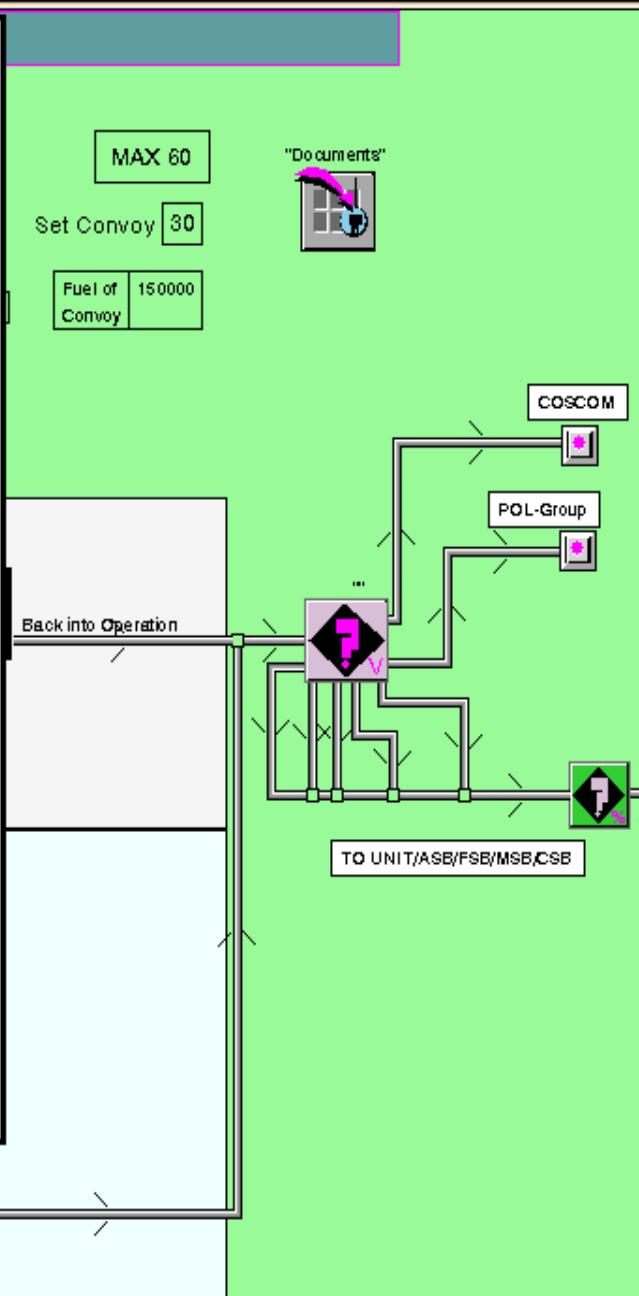
POL-GS Capability

The Petroleum Supply Company GS provides Corps wide GS level bulk fuel support. It can receive or issue 1,244,558 gallons of bulk fuel and store 2,520,000 gallons.

Equipment in the Petroleum Supply Company GS includes:

- 12 FSSPs
10 miles of assault hoseline
6 FARE Systems
12 5,000 gallon tankers

Medium truck companies (petroleum) have a habitual relationship with the Petroleum Supply Company GS. They transport bulk fuel from the GS Petroleum Supply Companies, DS Supply Companies, and to the Divisions. Each company has 60 5,000 gallon tankers, and at 75% availability can transport 450,000 gallons of line haul distribution (2 round trips per day).





POL-GS Capability

D

The Petroleum Supply Company GS provides Corps

MAX 60

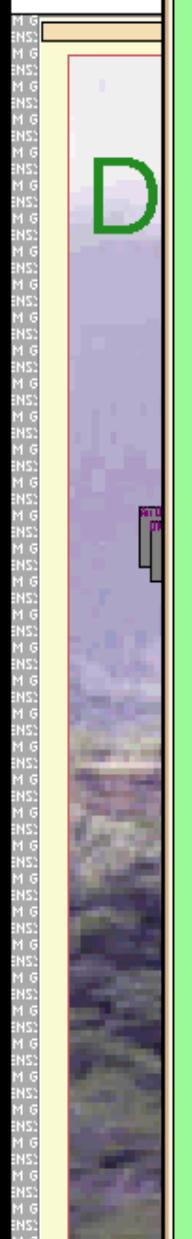
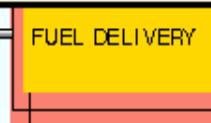
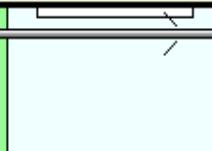
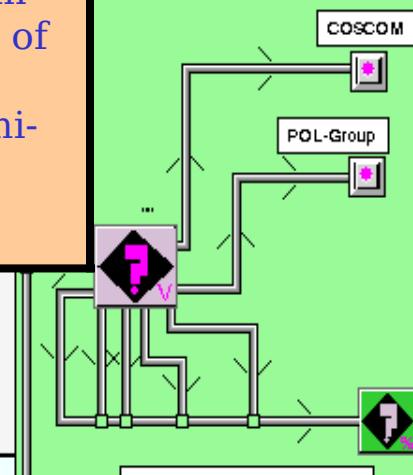
Set Convoy 30



Note that the company is dependent on a Transportation Medium Truck Company (Petroleum) as a primary means for distribution of bulk fuel to its customer petroleum DS support units. At corps level, these truck companies are equipped with 5,000 gallon semi-tankers.

12 5,000 gallon tankers

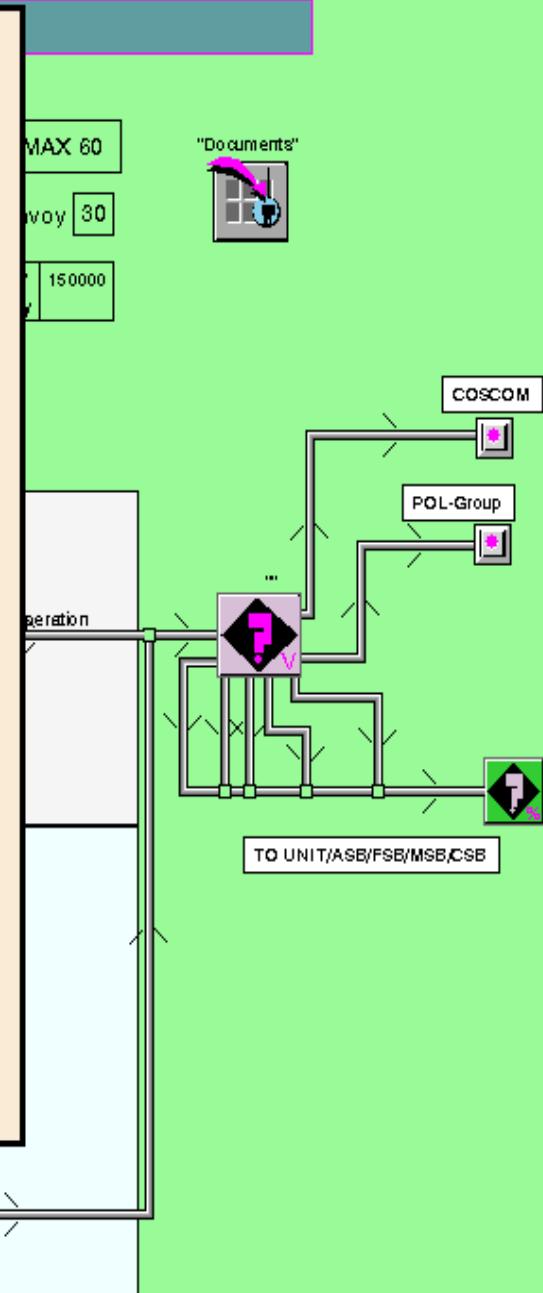
Medium truck companies (petroleum) have a habitual relationship with the Petroleum Supply Company GS. They transport bulk fuel from the GS Petroleum Supply Companies, DS Supply Companies, and to the Divisions. Each company has 60 5,000 gallon tankers, and at 75% availability can transport 450,000 gallons of line haul distribution (2 round trips per day).





Replenishment

- * Resupply in a tactical environment is normally pushed from a higher supply source based on reported fuel status and forecasted requirements.
- * The GS Petroleum Company in this case is normally supplied by the Petroleum Group or other theater sources.
- * Documentation for the fuel is provided by the QM Group/Issuing Activity.





Replenishment

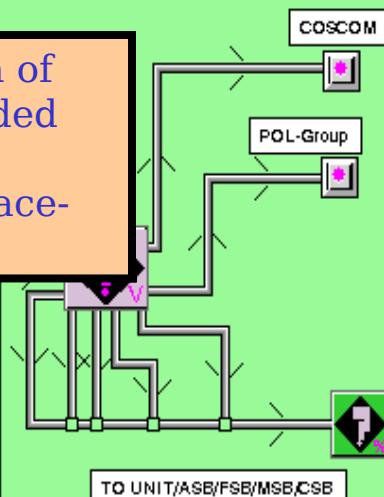
- * Resupply in a tactical environment is normally pushed from a higher supply source based on converted fuel.

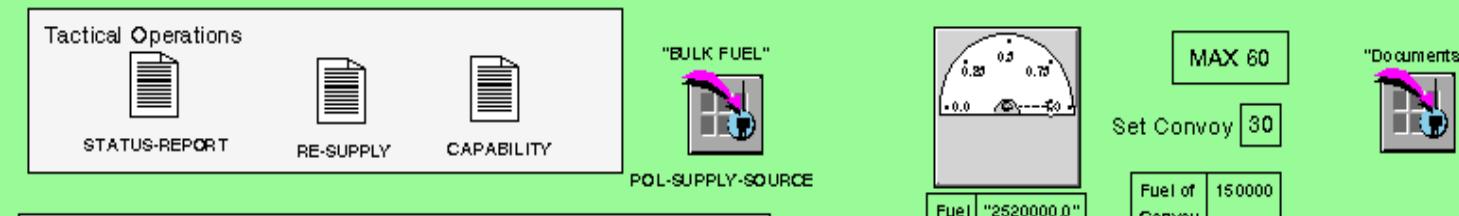
Supply to the GS company is shown here. Dependent on the area of employment and other factors, fuel to the company may be provided by a variety of sources, such as from commercial sources under contract by the Defense Energy Support Command (DESC), Replace In-Kind (RIK) agreements with Host Nation forces, etc.

- * The contract by the Defense Energy Support Command (DESC), Replace-In-Kind (RIK) agreements with Host Nation forces, etc.

supplied by the Petroleum Group or other theater sources.

 - * Documentation for the fuel is provided by the QM Group/Issuing Activity.

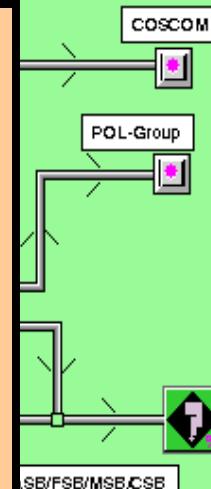
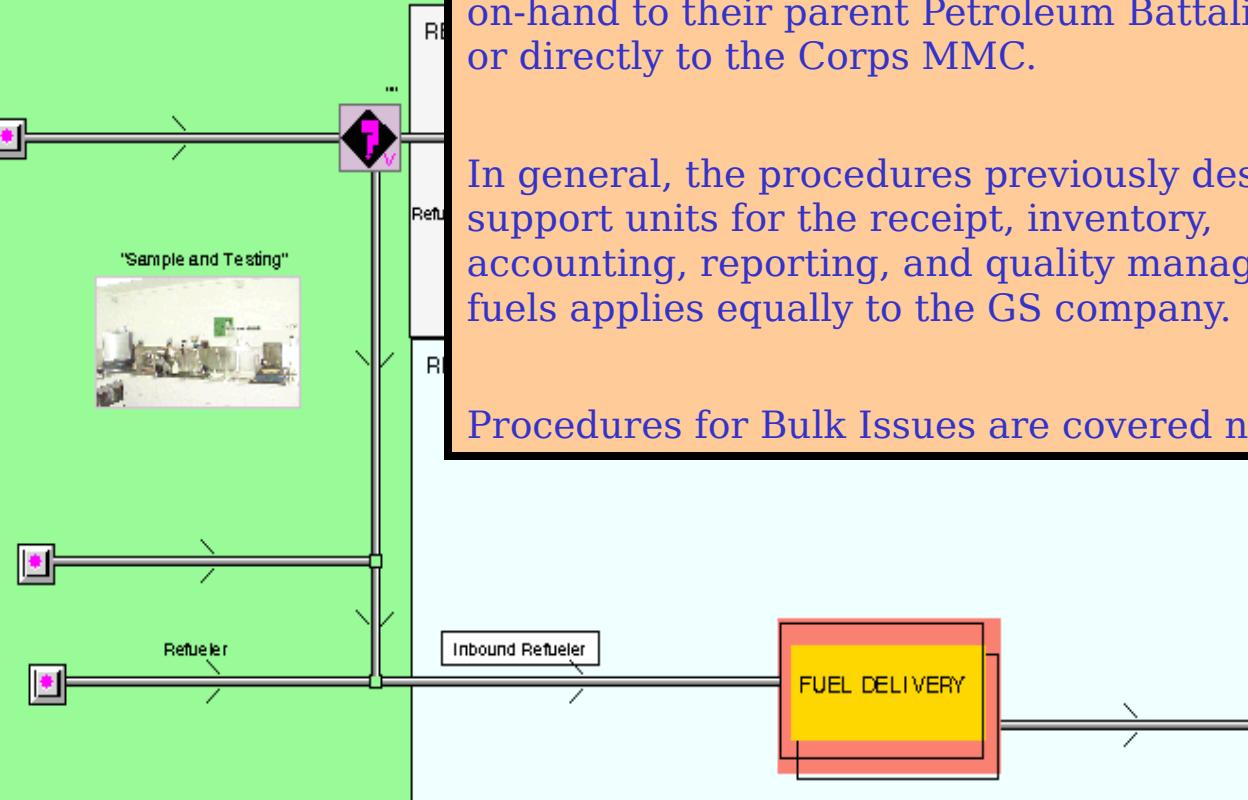




The company provides daily status reports as required on quantities of fuel received, issued, and on-hand to their parent Petroleum Battalion/CSB or directly to the Corps MMC.

In general, the procedures previously described at support units for the receipt, inventory, accounting, reporting, and quality management of fuels applies equally to the GS company.

Procedures for Bulk Issues are covered next.



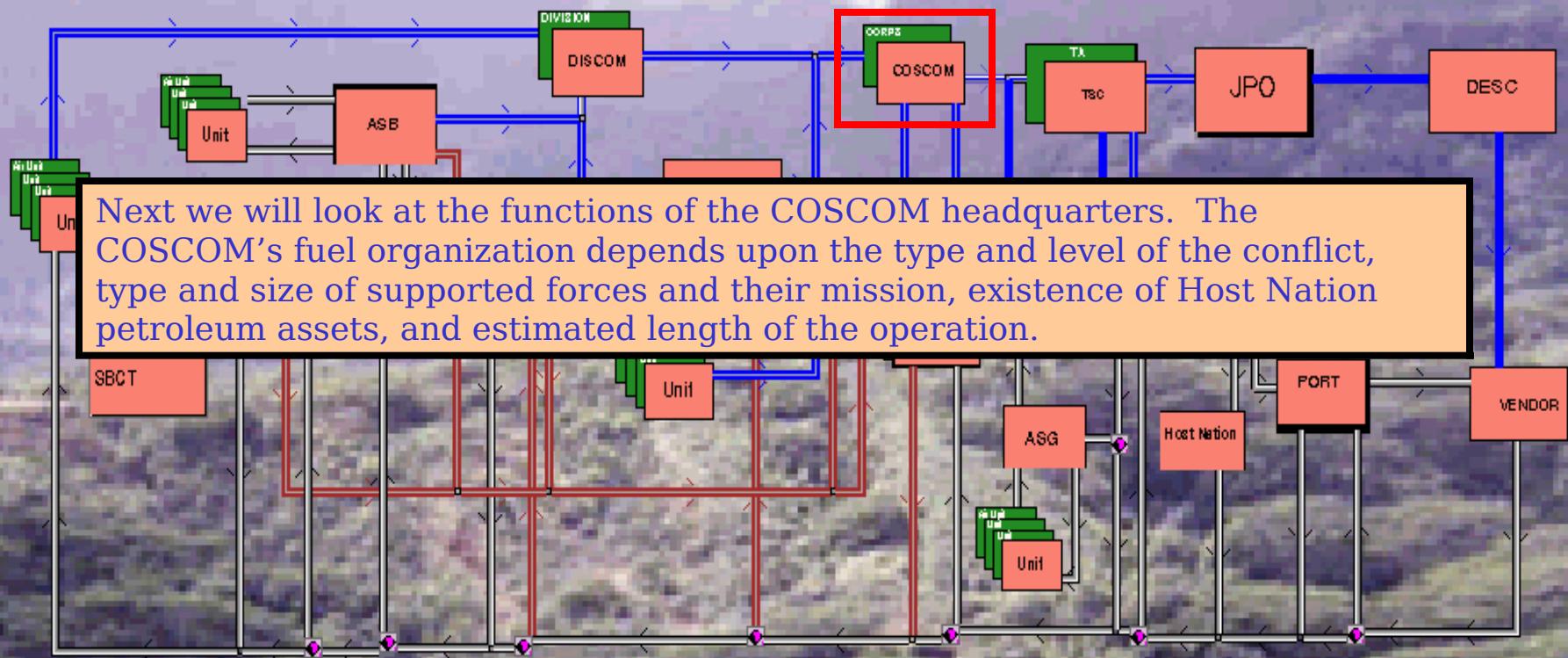


Bulk Issues

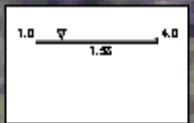
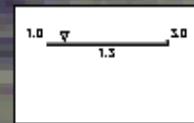
The Petroleum Battalion receives taskings from the CMMC, based on unit forecasts and status reports. Based on CMMC taskings the Battalion directs and coordinates with their transportation unit(s) to draw fuel from the GS Petroleum Supply Company for delivery to designated direct support units/customers. Where possible throughput is made to the FSBs. (Based on local SOP, the Battalion Headquarters may issue a "movement order" to its subordinate transportation unit to authorize the pick up and delivery of fuel to designated customer supply points. DA Forms 2765-1 would be used to document receipt transactions. Appropriate adjustments would be made to the issuing unit and receiving unit stock record accounts based upon the transaction documents.)



Division Corps Theater Industry



Next we will look at the functions of the COSCOM headquarters. The COSCOM's fuel organization depends upon the type and level of the conflict, type and size of supported forces and their mission, existence of Host Nation petroleum assets, and estimated length of the operation.





COSCOM



"Support Operations Officer"



"Compute Forecast"

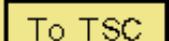


From POL (GS)

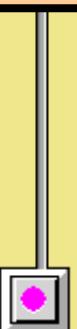


From DISCOM/CSB/
CORPS UNITS

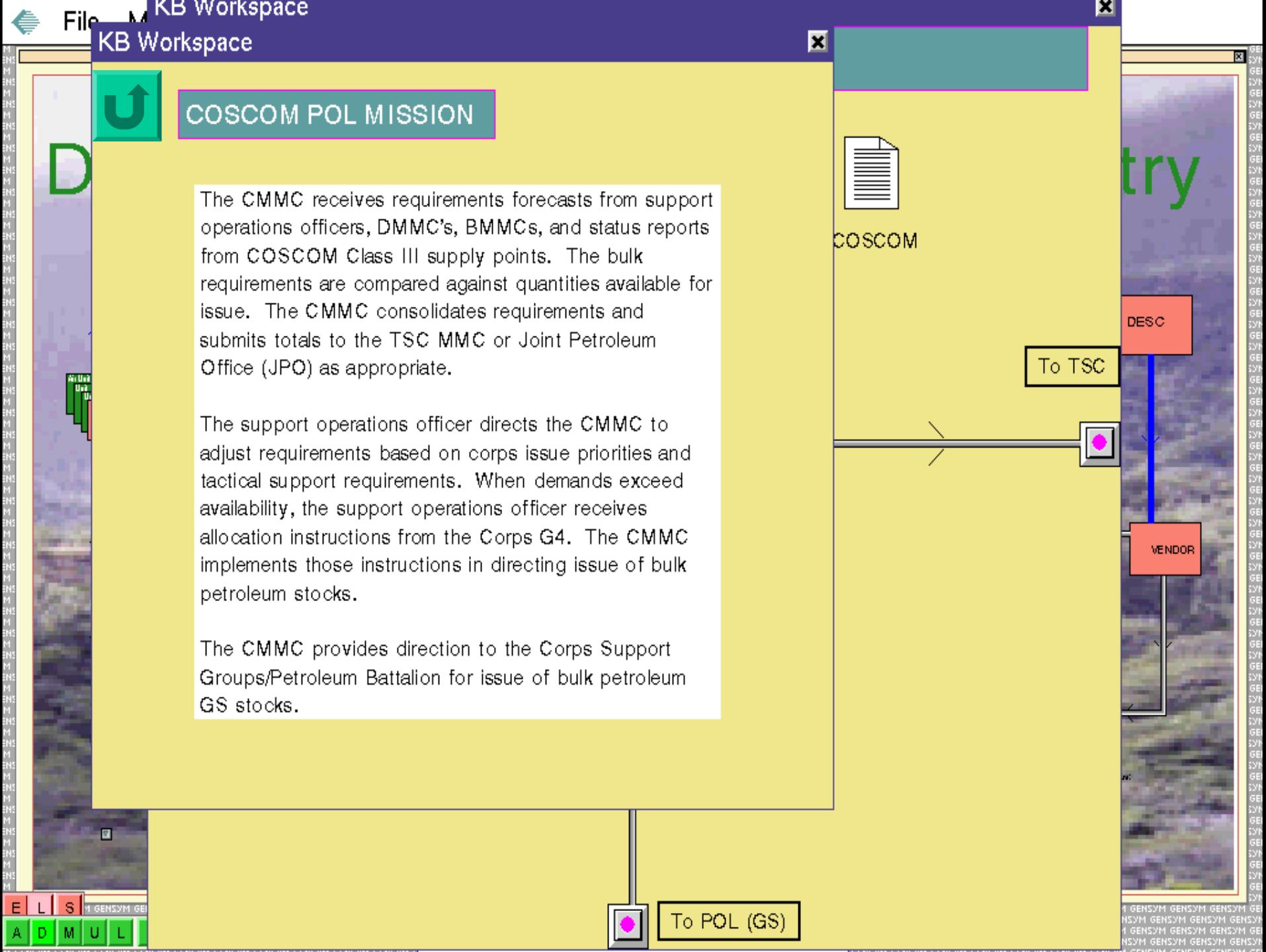
Compute Forecast



The Army's major combat zone bulk fuel storage and distribution capability is located at corps level. While the COSCOM exercises centralized control of all bulk petroleum within the corps rear, the responsibility regarding POL management and distribution falls specifically to the Corps Materiel Management Center (CMMC). DMMC's and non-divisional Class III supply units submit forecasts and usage reports to the CMMC. Shown here are the actions taken at this level to support the corps.



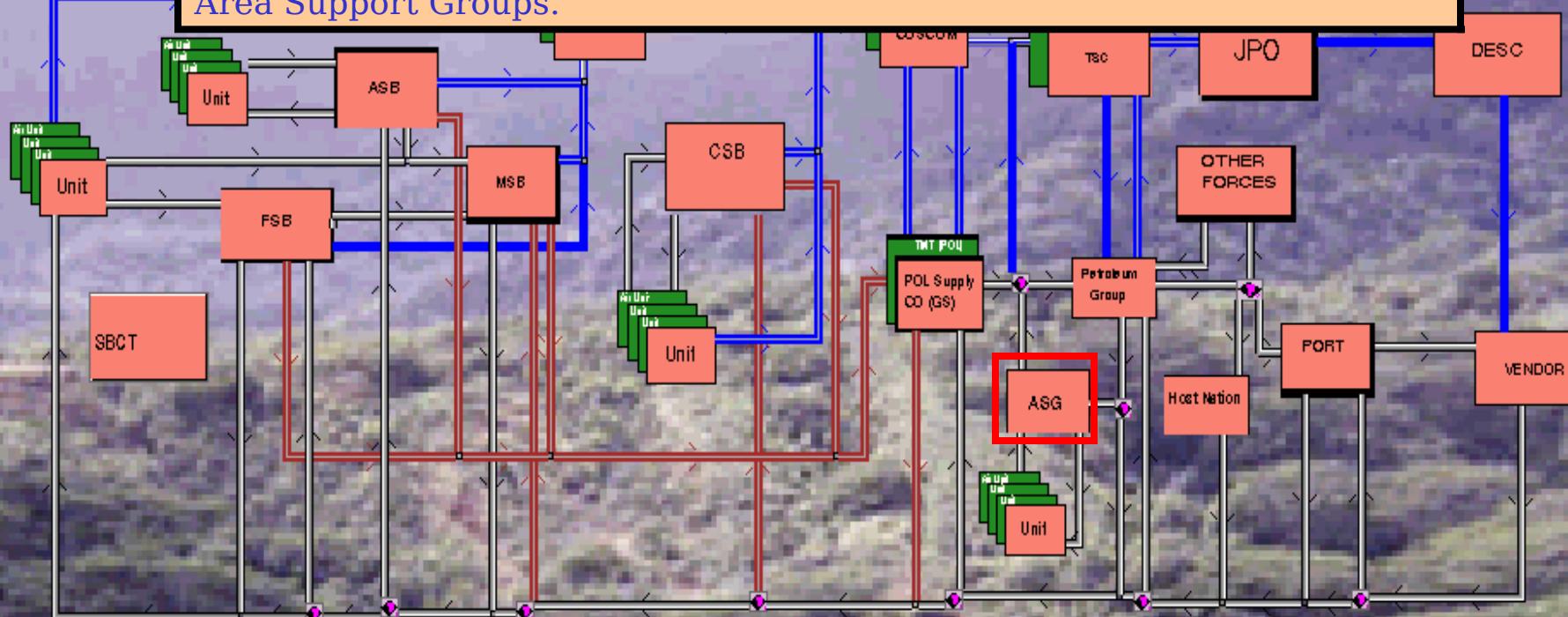
To POL (GS)





Division Corps Theater Industry

Fuel support to units operating back in the COMMZ falls under theater Area Support Groups.



• МОДУЛЬ 3 РЕАЛИЗАЦИЯ АРХИТЕКТУРЫ



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$$V = \frac{1.0}{1.55} = 0.64$$

MESSAGE-BOARD

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Area Support Group

refueling mode "TANKER"

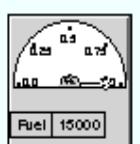
"ASG-REFUELER"



"BULK STORAGE"



ASG-TANKER-POOL



TANKER

ASG Bulk Support

Number of Tankers
in Convoy

1

9

Fuel of Convoy 15000



Storage Tank

Tactical Operations

- STATUS
- CAPABILITY
- RE-SUPPLY

REFUEL CUSTOMER (RETAIL ISSUE)



Customer

Back into Operation

TO UNIT

Proof of Delivery

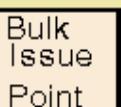
"Refueler Documents"



"Bulk fuel documents"



REQUEST AND RECEIPT OF BULK FUEL

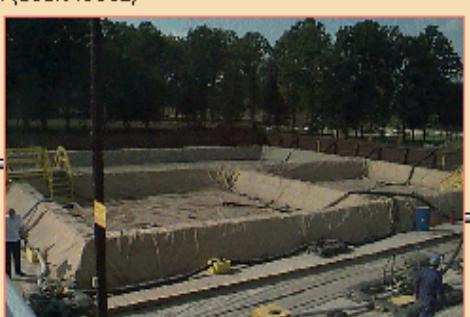


BULK FUEL REQUEST

Refueler to Unit

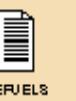
"POL-Group TSC"

REFUEL TANKER (BULK ISSUE)



Inbound Refueler

"Sample and Testing"

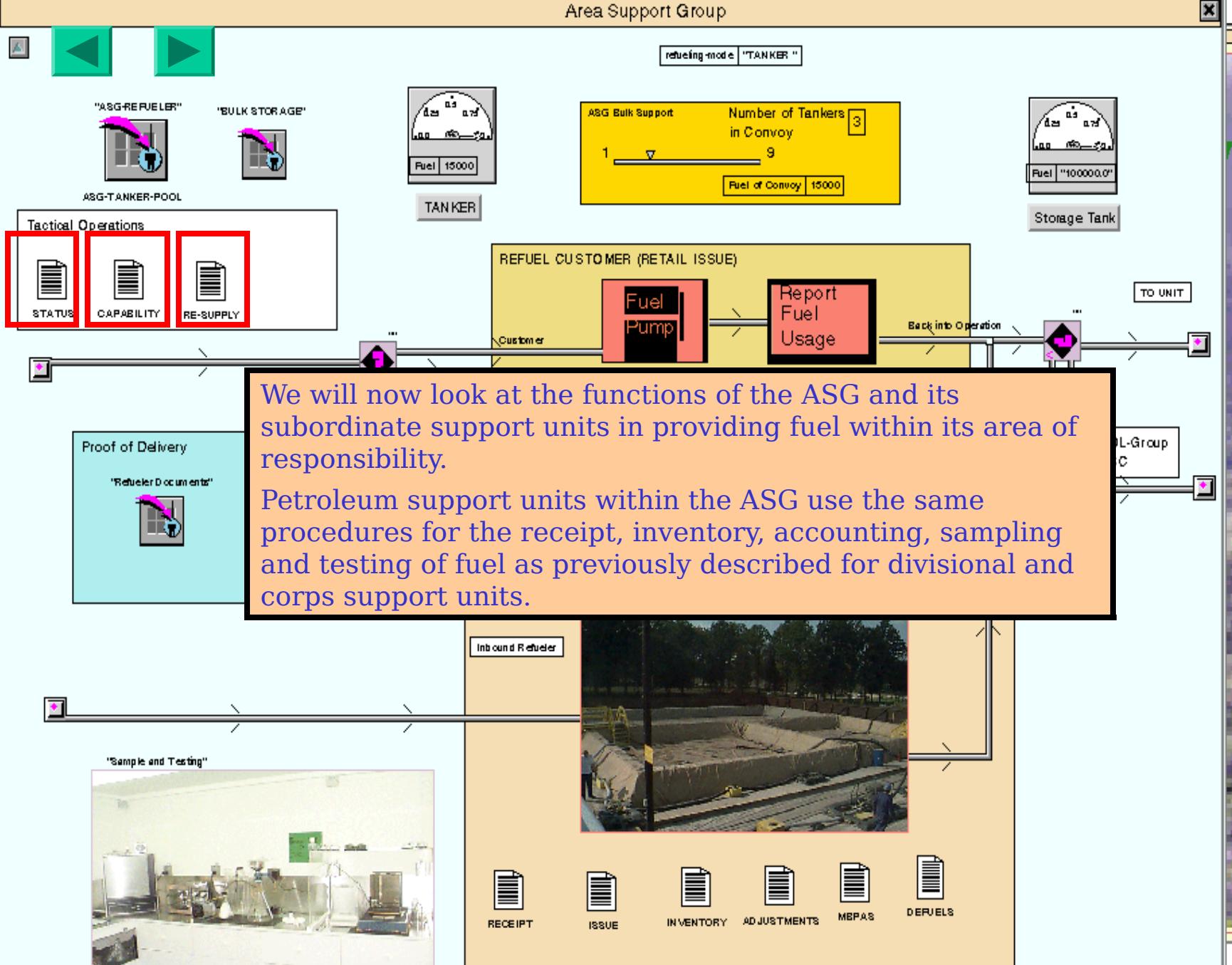


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Area Support Group





ASG Capability

An ASG may have both DS and GS petroleum supply units assigned based on its support requirements. Capabilities of the DS and GS petroleum units are the same as those described under the COSCOM.

The QM DS supply companies in the ASG provides fuel by supply point distribution for non-divisional units on an area basis. The capabilities of the QM DS supply companies are the same as those assigned to the COSCOM. Petroleum Supply Companies GS may also be assigned to the ASG. Their capabilities are the same as the GS companies in the COSCOM. The associated Transportation Medium Truck Companies (Petroleum) assigned to an ASG would usually be equipped with 7,500 gallon tankers, instead of the 5,000 gallon tankers found in the Corps area.



Forecasting/Status

The ASG receives and consolidates forecasts from subordinate units and submits the consolidated requirements to the TSC MMC.

The ASG also receives bulk fuel status reports from subordinate DS & GS petroleum supply units. These units submit a daily status report on quantities of fuel received, issued, and on-hand through the ASG to the TSC MMC.

Resupply

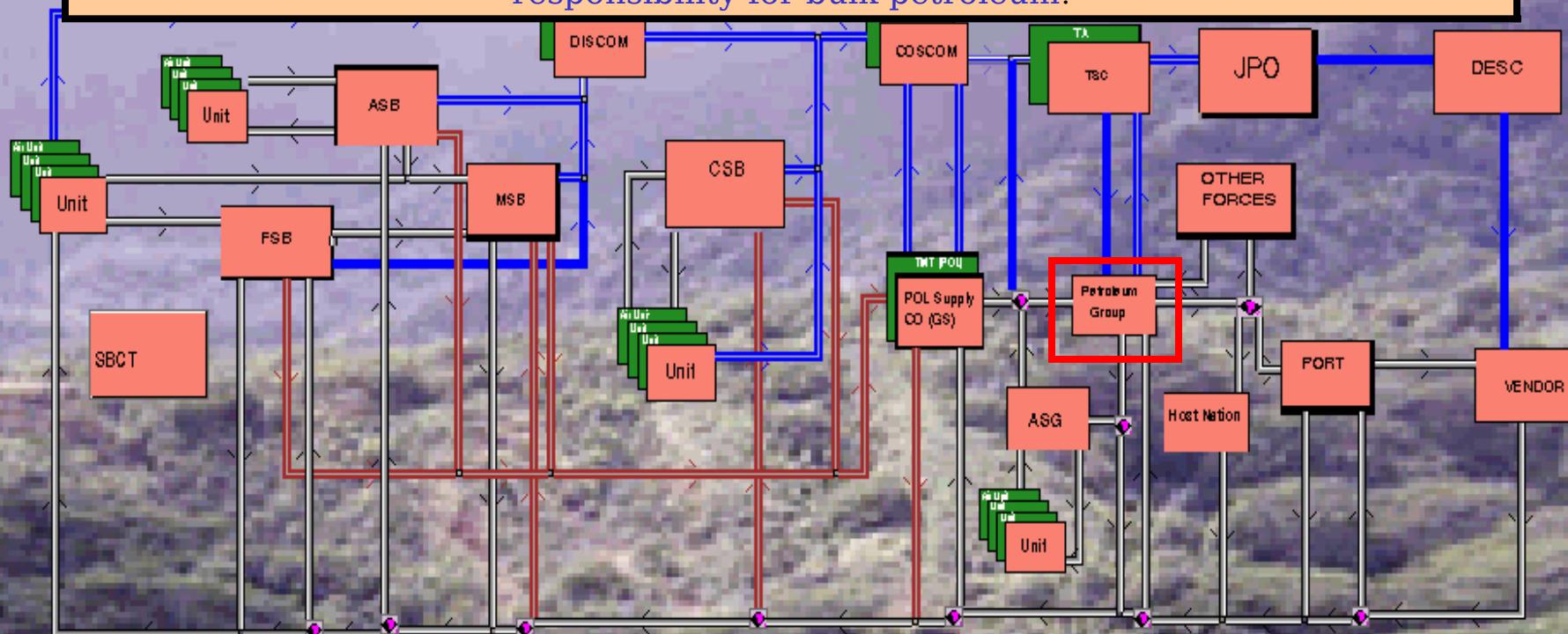
The ASG is supplied with fuel by the Petroleum Group or other theater sources.

- * Resupply in a tactical environment is normally pushed from a higher supply source based on reported fuel status and forecasted requirements. The ASG is normally supplied by throughput from Theater petroleum units, based on reported status and forecasts submitted by supported units.
- * Receipt documentation is prepared by the ASG QM Supply Company (DS) upon receipt of the fuel (DA Form 2765-1, DD Form 1348).
- * The ASG QM Supply Company (DS) in this case is normally supplied by the Petroleum Group or other theater sources.



Division Corps Theater Industry

We will now look at the Army theater-level functional command having responsibility for bulk petroleum.



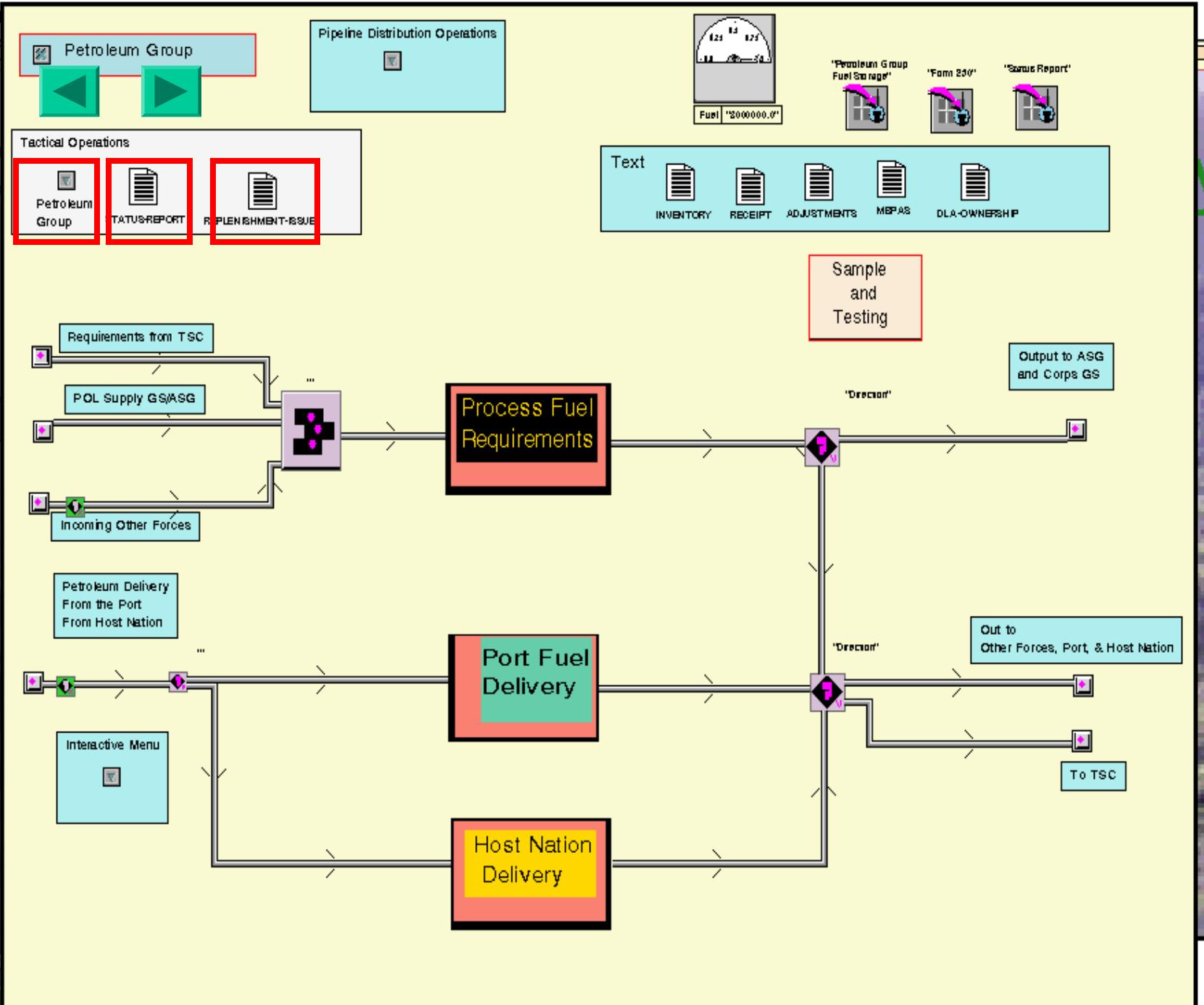
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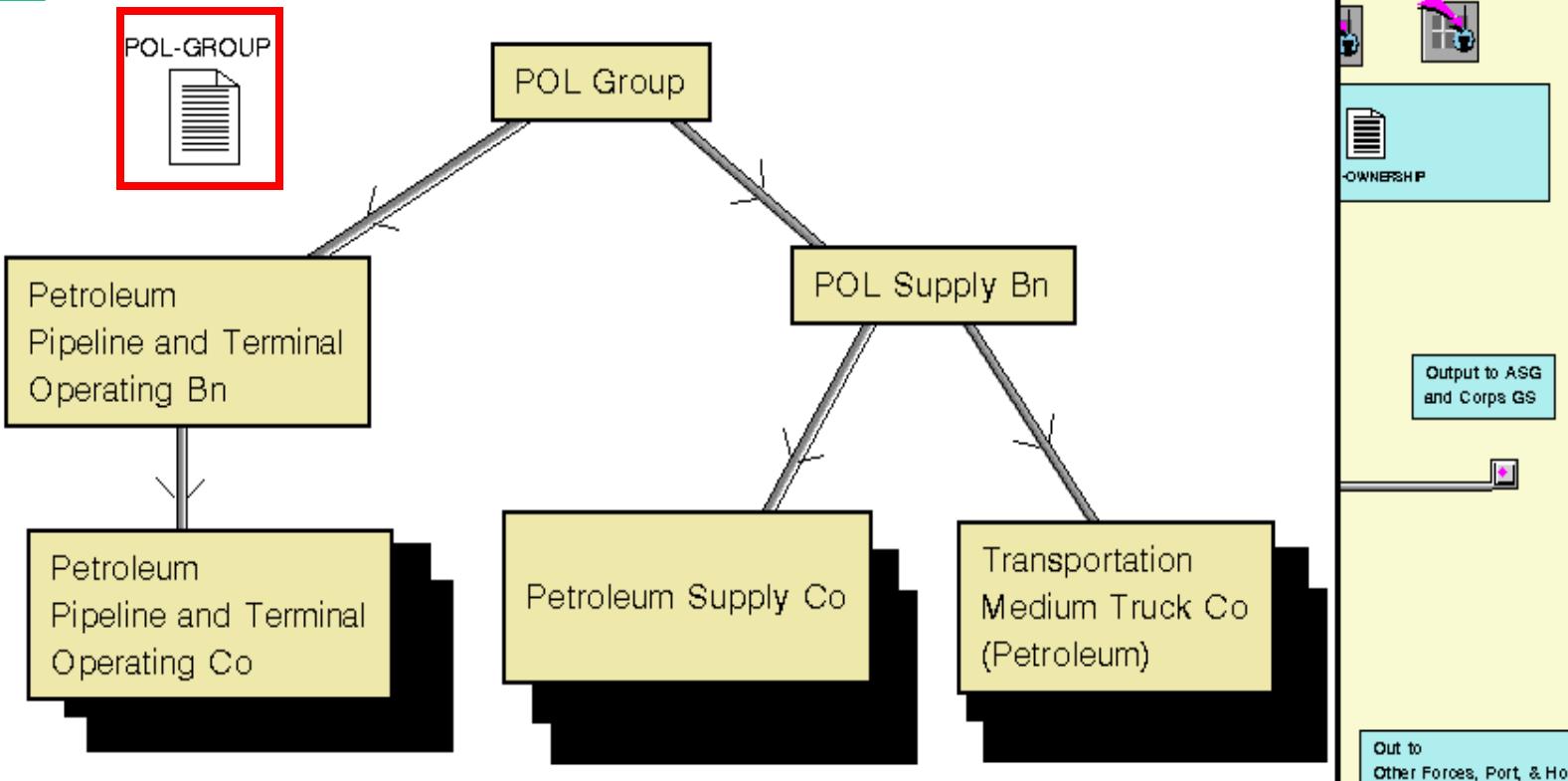
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MESSAGE-BOARD





Petroleum Group



A Petroleum Group may command a variety of subordinate functional elements as shown here and described in the text message. The composition of a Petroleum Group is based on the specific requirements of the theater.

Host Nation
Delivery



Petroleum Group

POL-GROUP



Petroleum
Pipeline and Terminal
Operating Bn

Petroleum
Pipeline and Terminal
Operating Co

Petroleum Group

The Petroleum Group is the principle organization responsible for petroleum distribution at the operational level. The makeup of the Group is dependent upon the tactical/operational mission. It commands petroleum pipeline and terminal operating Battalions/Companies, which operate and maintain petroleum distribution facilities to support the theater petroleum mission. It also may include Petroleum Supply Battalions/Companies and Transportation Medium Truck Companies (Petroleum) to provide GS petroleum supply. These units receive, store, and transfer bulk petroleum to Army DS and GS petroleum supply units, and other services/customers in theater as directed. The Group also develops the quality surveillance plan for the Theater.

Host Nation Delivery

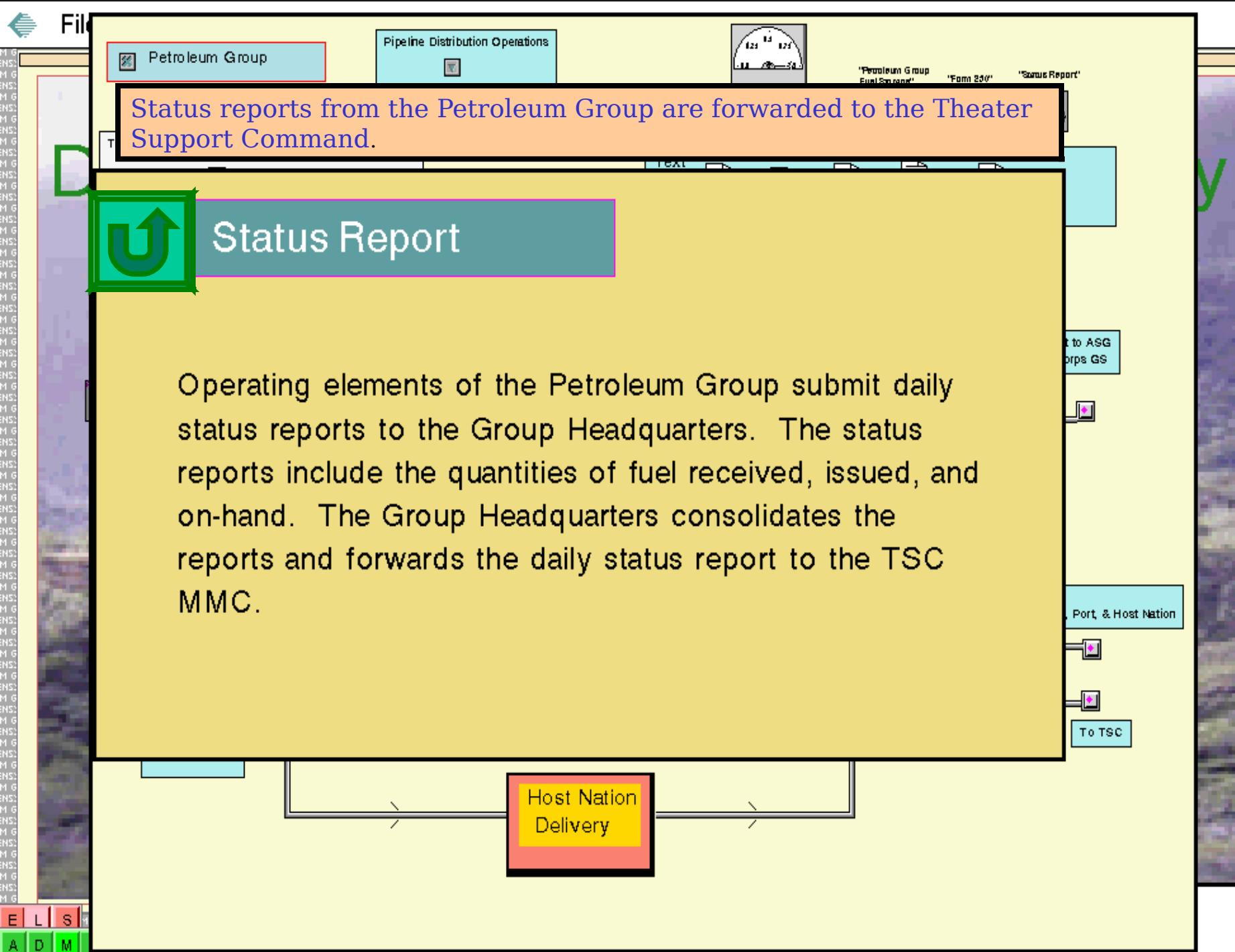
An icon representing a report or document, showing a blue circular seal or stamp on a white background.

out to ASG
Corps GS

as, Port, & Host Nation

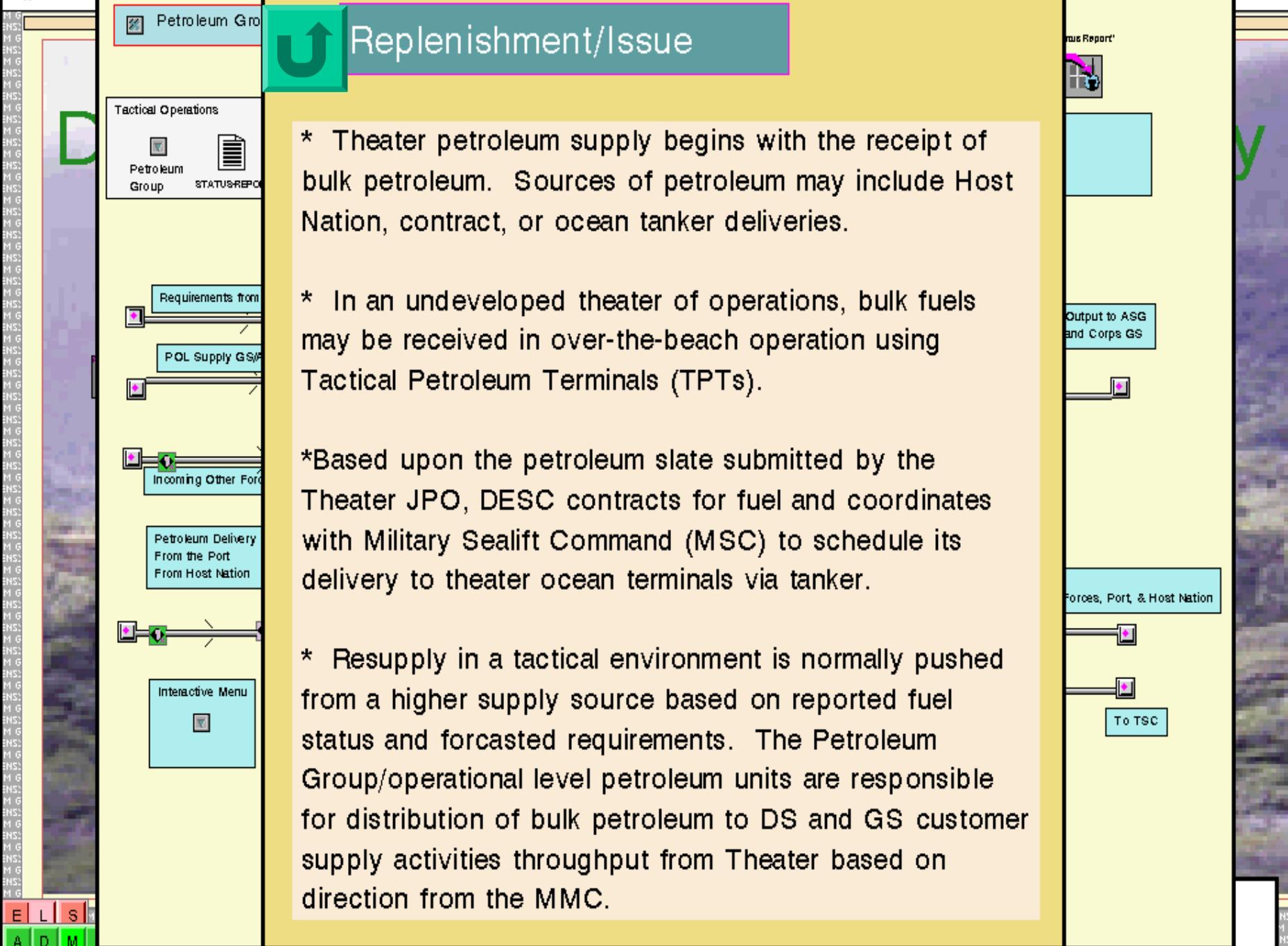
To TSC

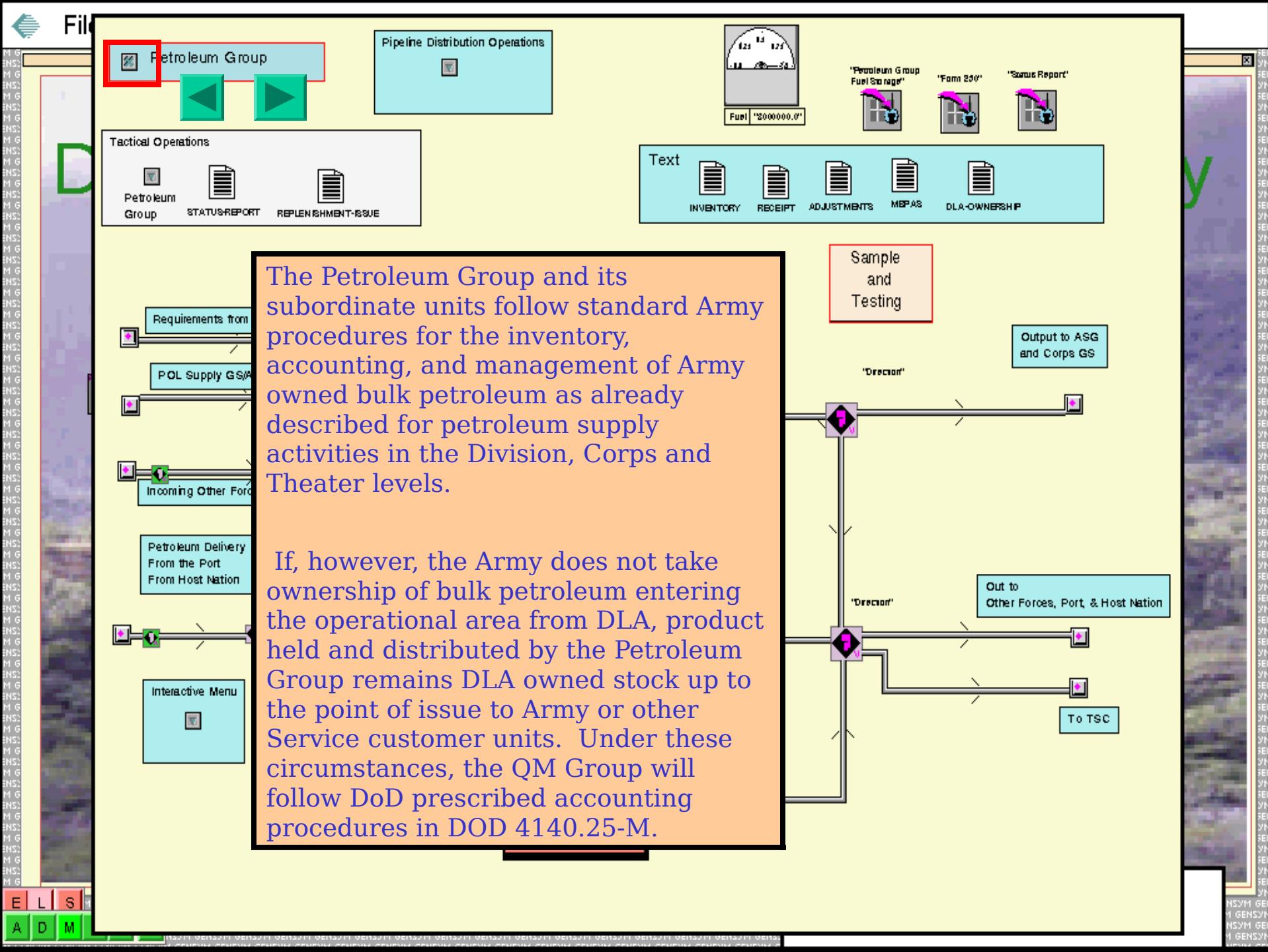
E L S
A D M

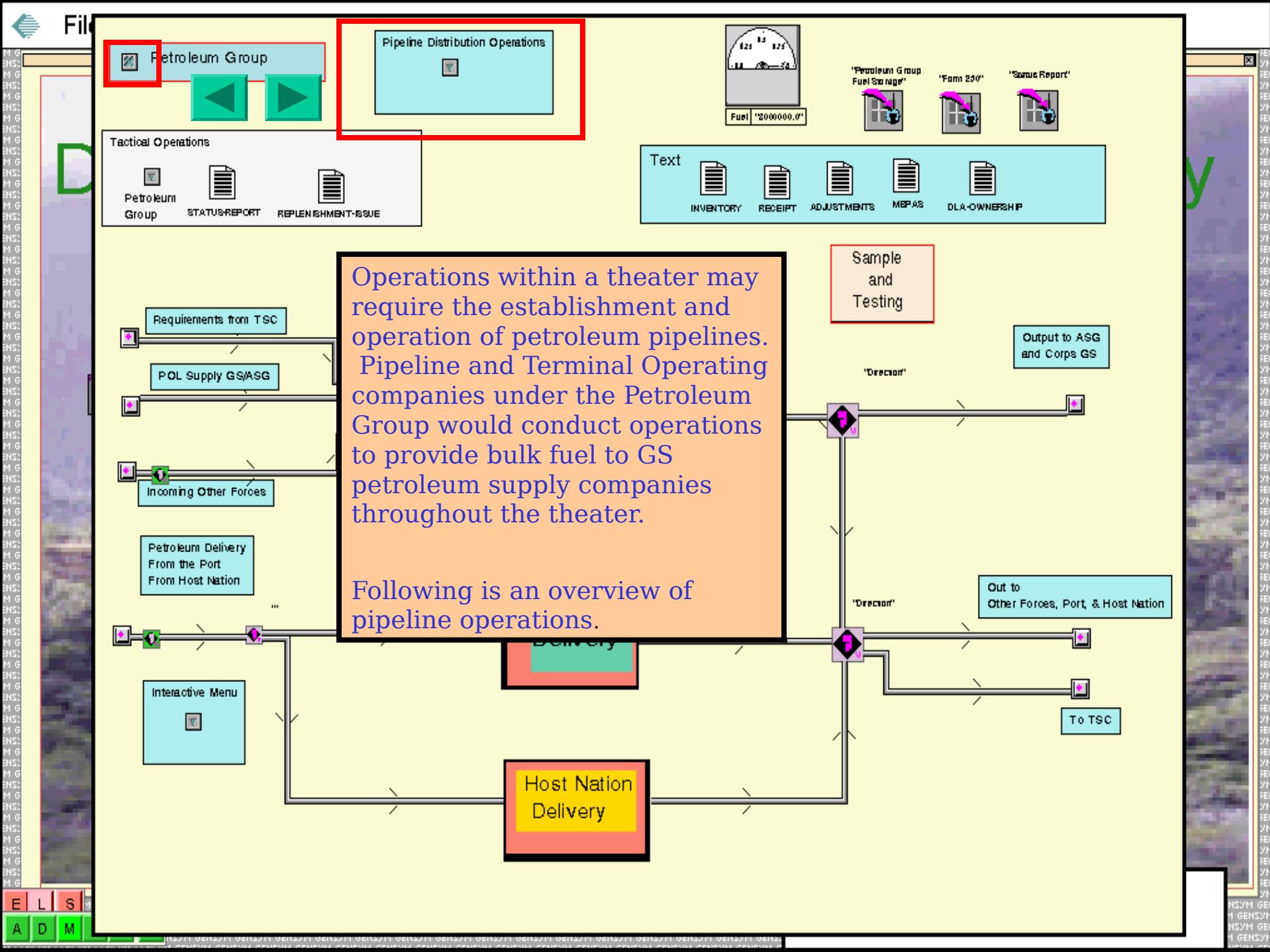


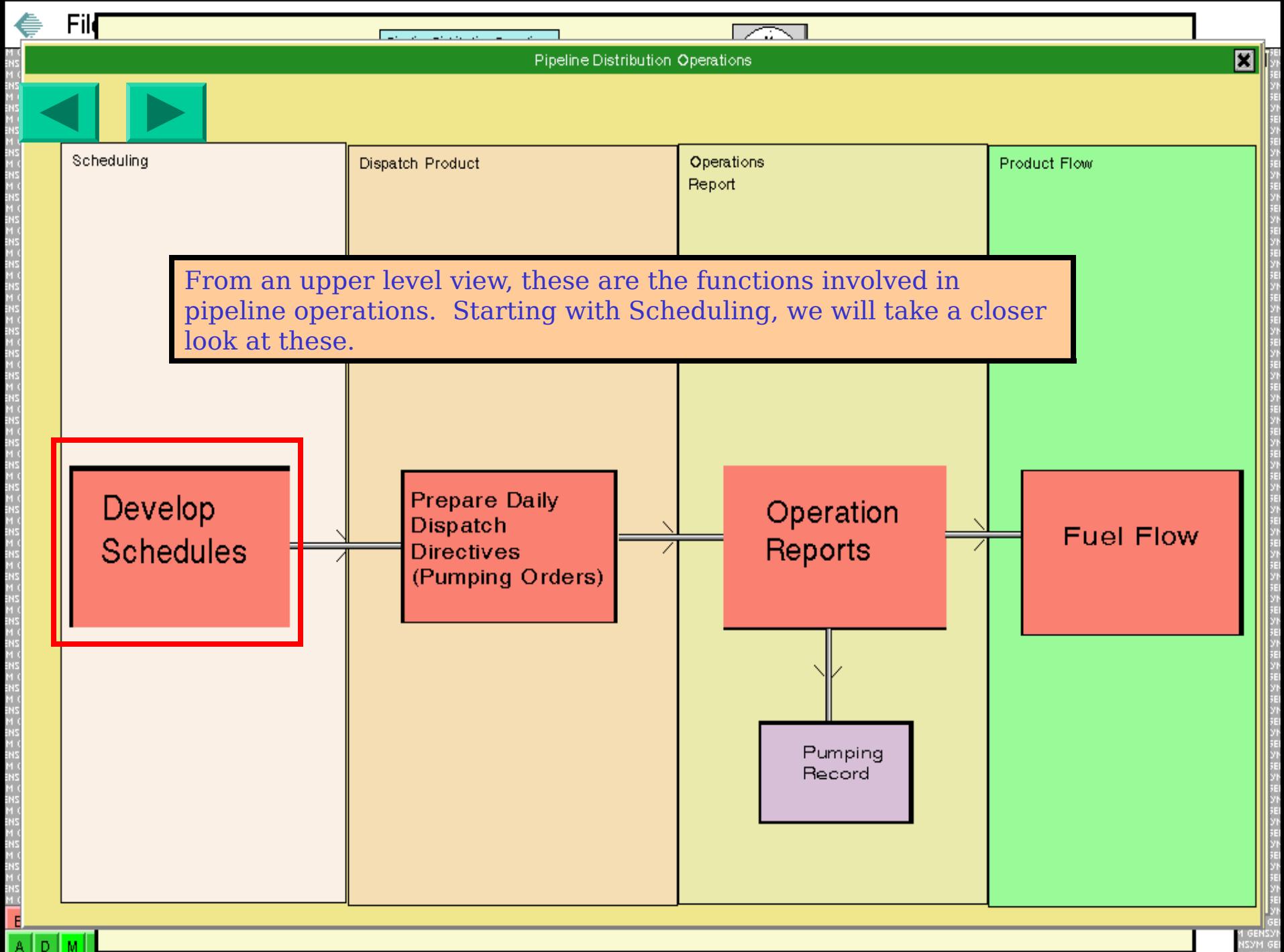


File









Develop Schedules

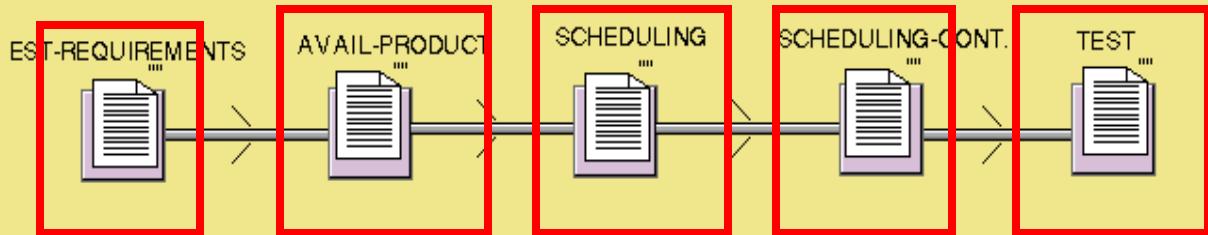


Product Flow

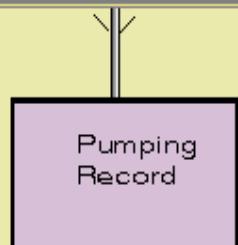


A number of considerations and steps go into development of pipeline schedules.

Identifying the requirement is a first step.



Fuel Flow





File



Establish Requirements



Estimated Requirements

The first thing considered in developing the schedule are the estimated requirements. These include:

- * Forecasted Distribution Requirements from MMC/JPO to include other services/customers.
- * Direction from JPO/MMC

Now

Availability of Product and Transportation



Availability of Product/Transportation

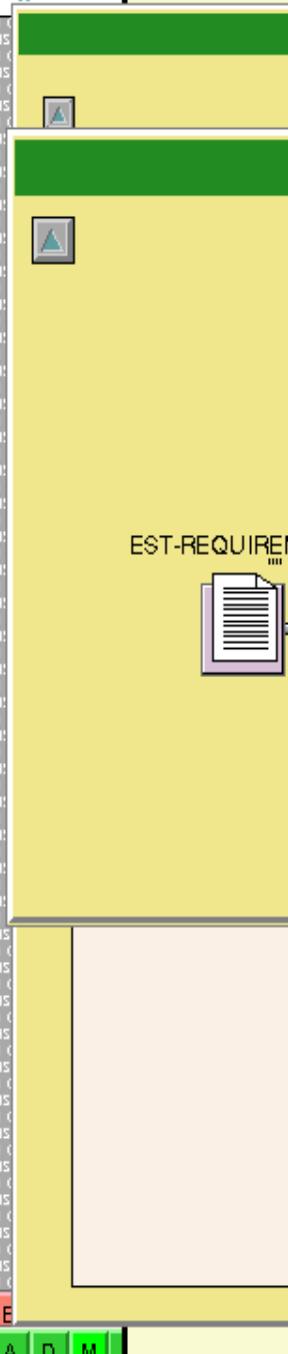
In developing schedules, the availability of product is also considered. This is determined from:

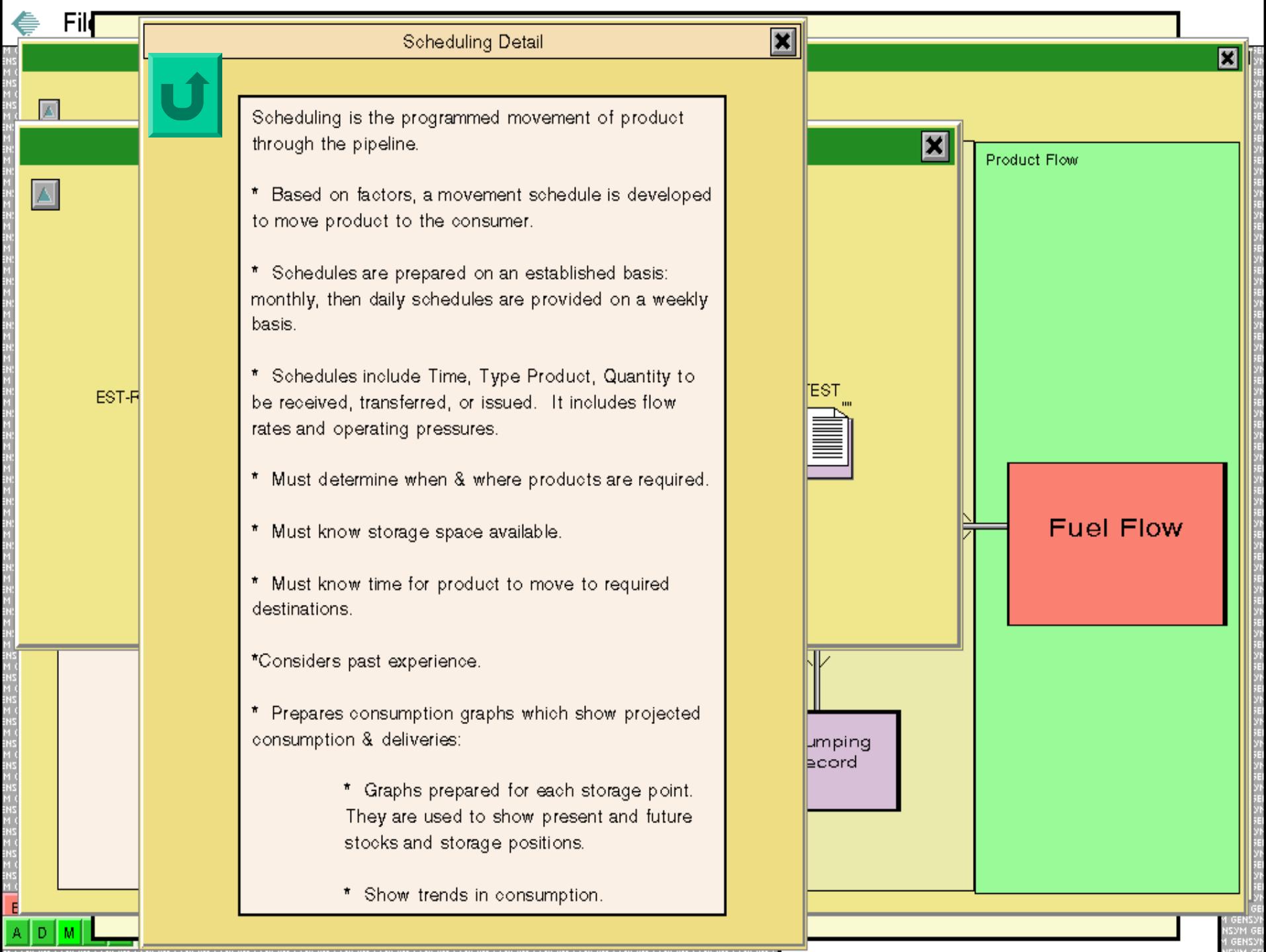
- * Daily Status Reports
- * Tanker Arrival Schedule
- * Scheduled deliveries from other sources

Fuel Flow

Transportation Availability is also considered, this includes:

- * Rail cars/Tank cars/Barges, etc.







* Monthly and Daily pumping Schedules are prepared:

* Monthly Schedule

- Is a graph which shows line capacity in barrels (distance) plotted against time (hours).
- First used to determine requirement for 30 day period.
- Must also determine number of hours a line is to be pumped each day.

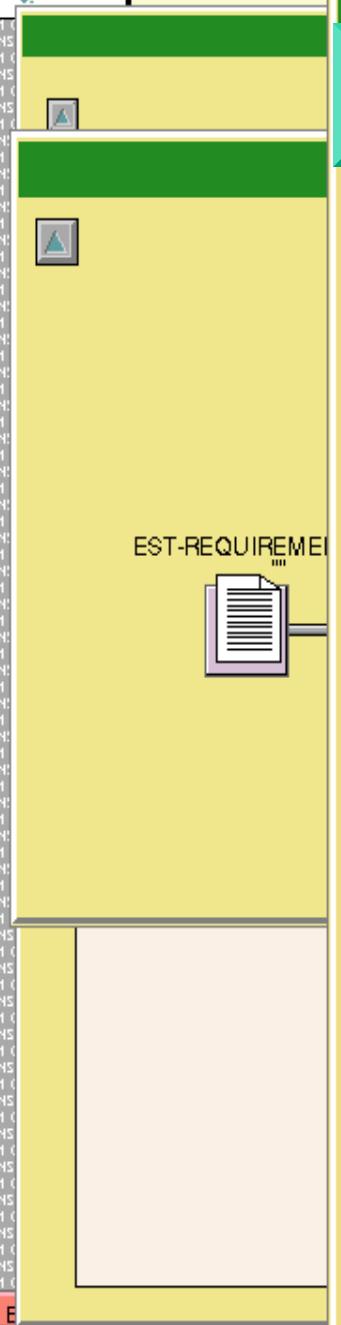
* Daily Schedule:

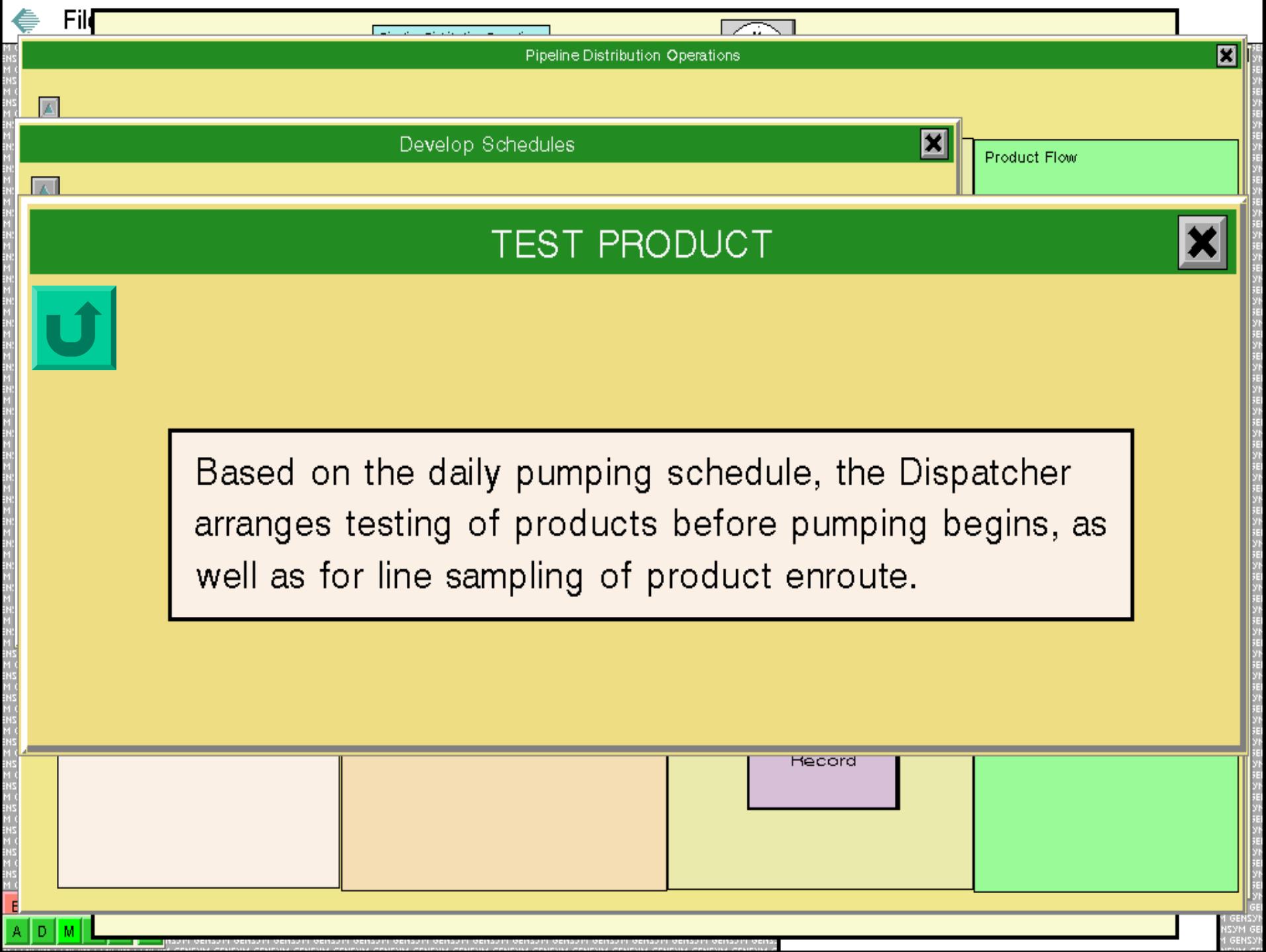
- Is an abbreviated form of the monthly schedule for each day concerned.
- Shows changes & emergency needs.
- Prepared a week in advance.

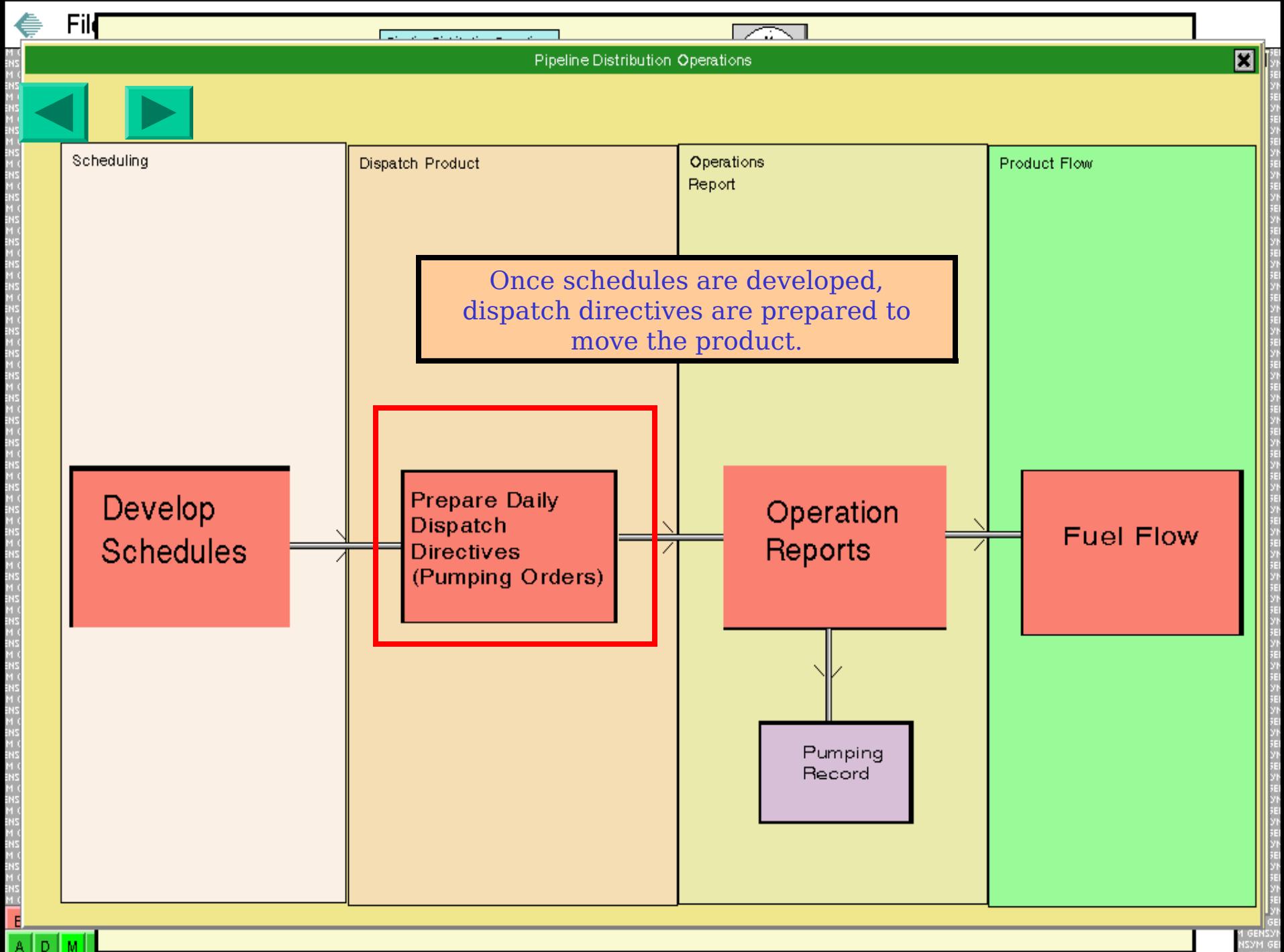
Flow

Fuel Flow

EST-REQUIREME









Dispatch Detail

Scheduling

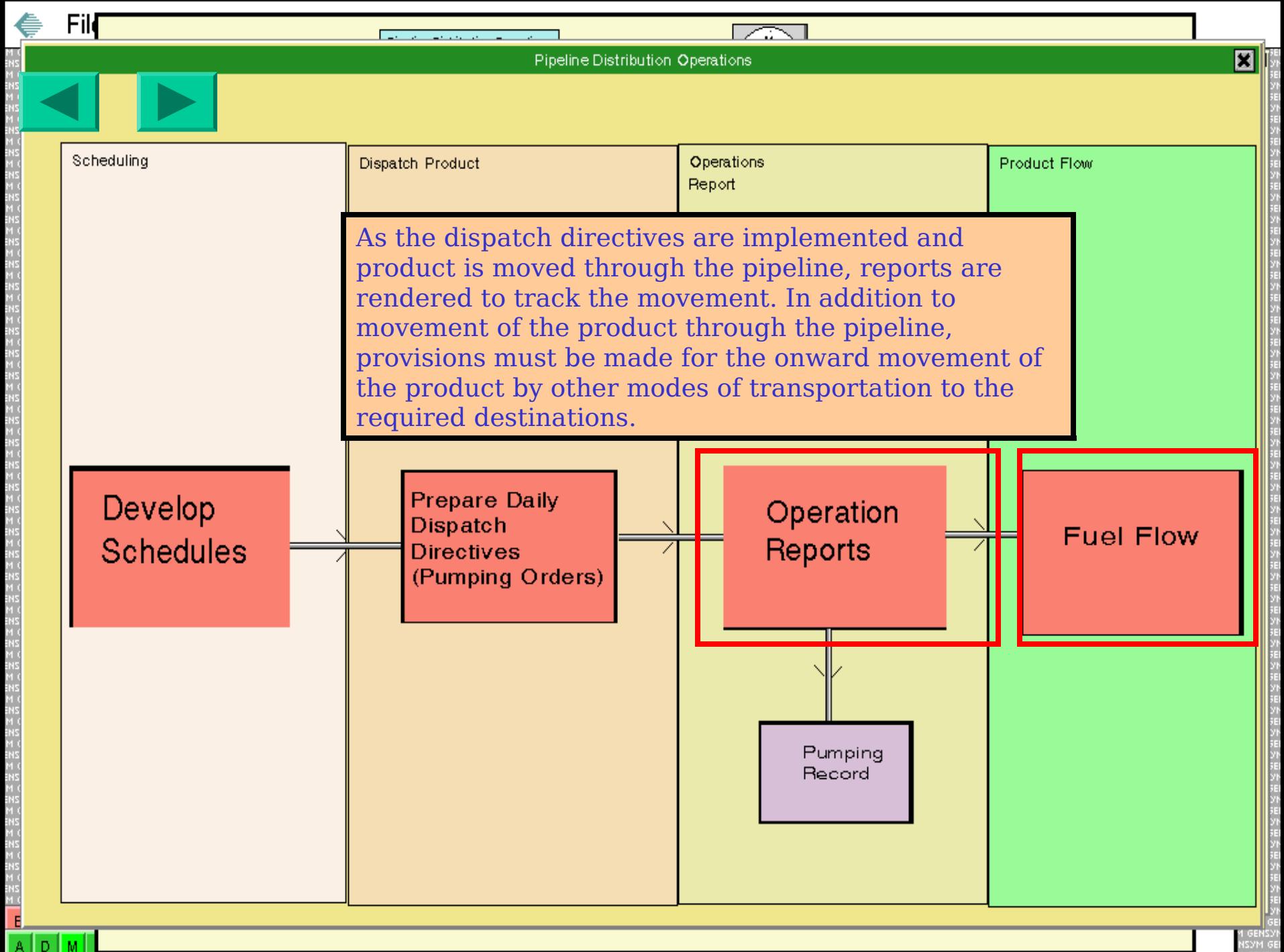
Devel Sched

A D M

Dispatching controls the movement of products through the pipeline by regulating pump stations and line pressures.

- * Dispatching is based on the schedule
- * Daily pumping orders are based on monthly and daily schedules. They take into consideration any emergency requirements/last minute changes.

el Flow



Operation Report Detail

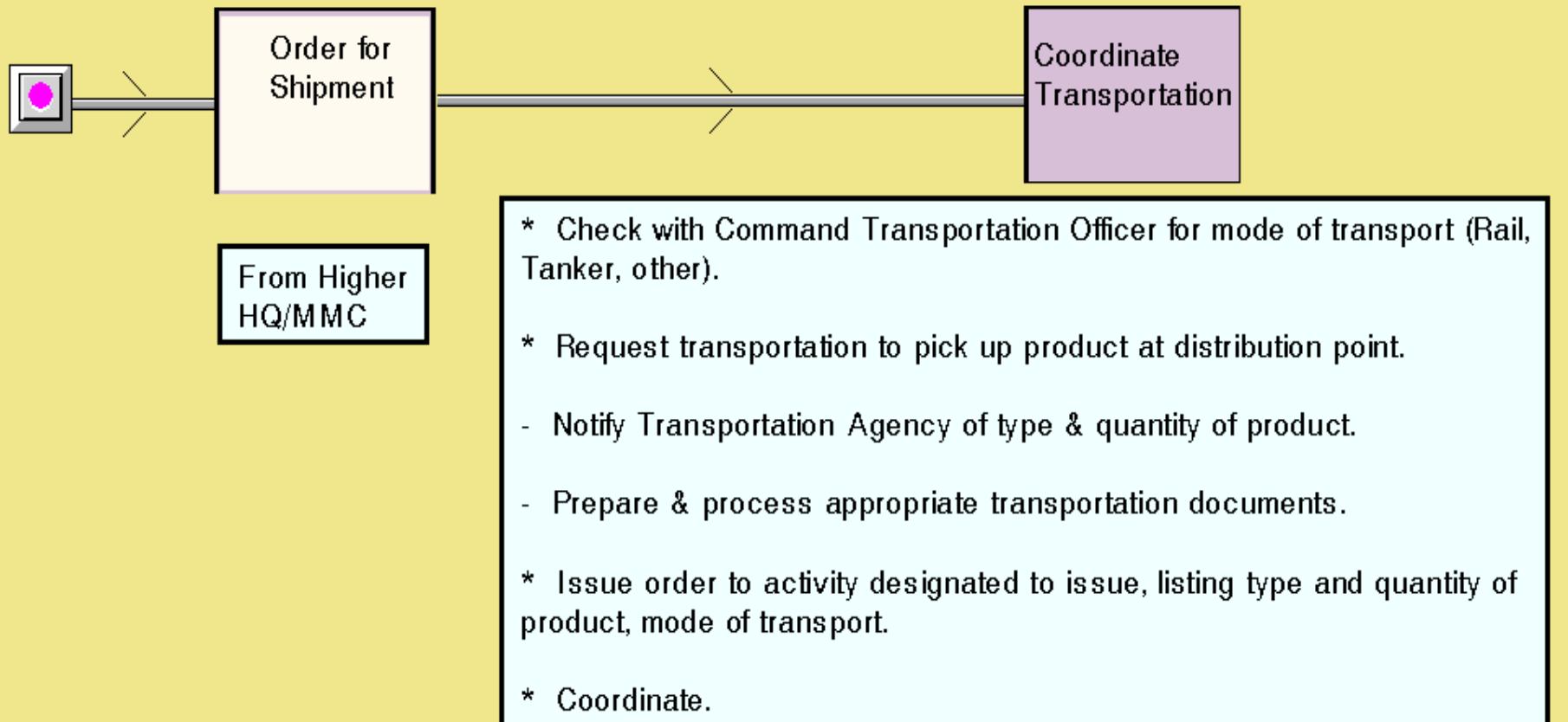


Operations Reports

Hourly pumping and delivery data are provided in operations reports. Reports are:

- * Used by the Dispatcher to determine progress of batches & interfaces.
 - * Data is captured in graphic progress charts.
 - * Data is recorded on daily pumping record.

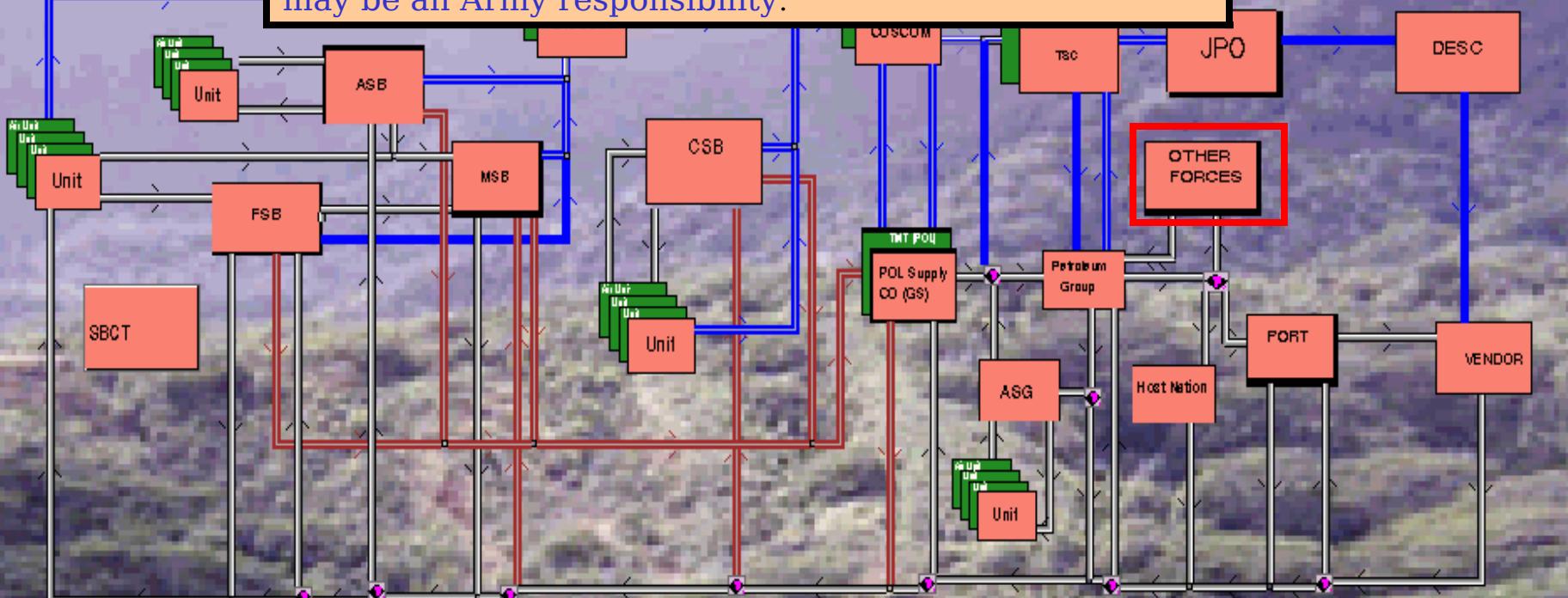
Arrange Transportation for Fuel Flow





Division Corps Theater Industry

Bulk petroleum support to other Services/Forces (Marine Corps, Air Force, etc.) operating in the theater may be an Army responsibility.



© A.Y.S Park 2005 400:000 s/w:



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MESSAGE-BOARD

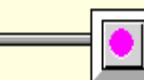
Other Forces



Forces



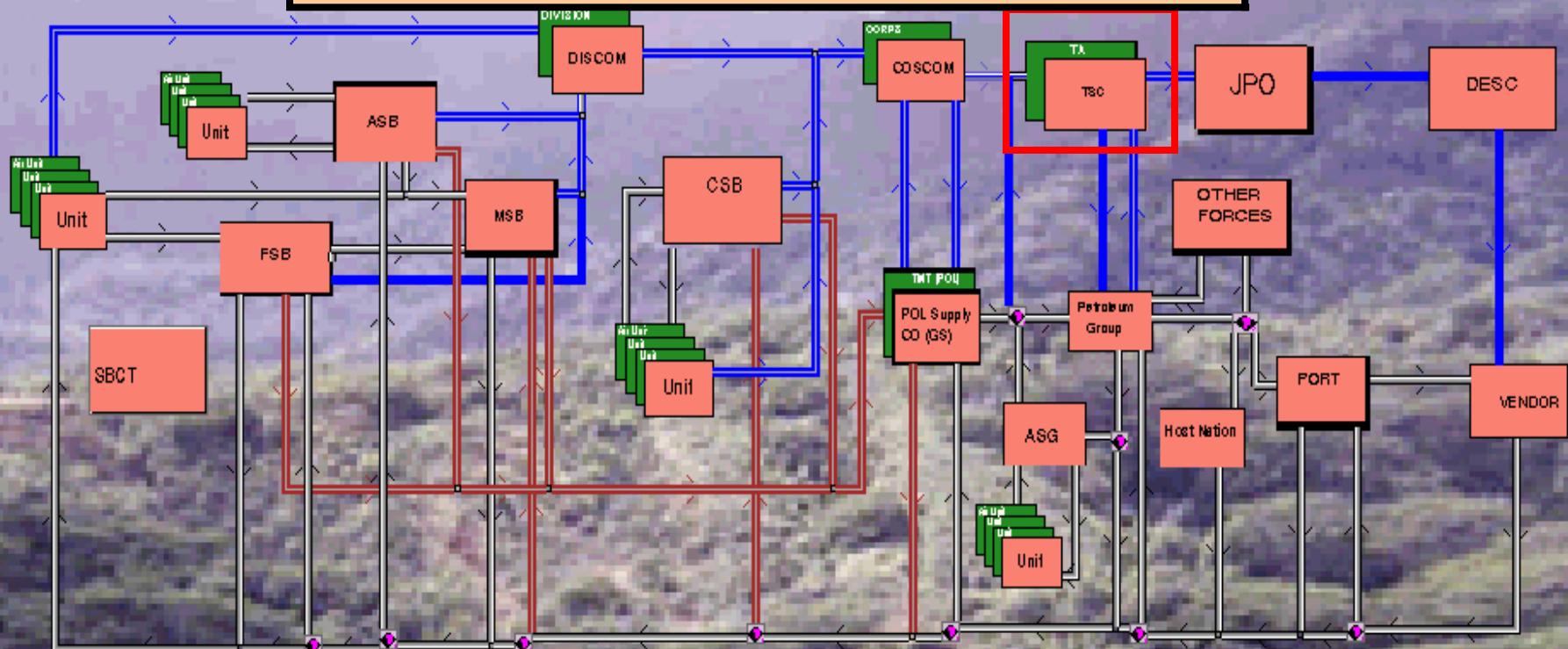
Other Services are responsible for the planning and development of their own requirements for bulk petroleum. Where the Army has the responsibility for fuel support within the theater, fuel to other Services is provided through the Petroleum Group/Petroleum Battalion. Other Services bulk petroleum requirements and reports are passed to the JPO for development of theater bulk petroleum slates and for consolidated POLCAP and REPOL submissions.





Division Corps Theater Industry

We will now focus our attention on the Theater Support Command.



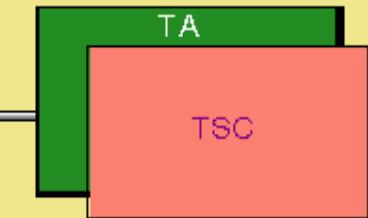
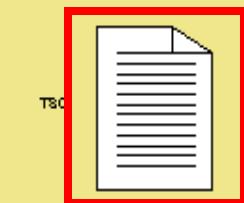
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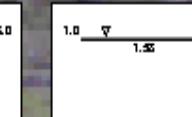
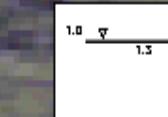
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MESSAGE-BOARD



We have already touched on some of the functions performed by the Theater Support Command, but let us now look at a more detailed summary of its role in petroleum support.



MESSAGE-BOARD



Theater Support Command



The Army in the theater has the responsibility for providing centralized distribution of bulk petroleum for all US forces in theater. Theater Army Headquarters provides broad planning guidance for Army Petroleum support. Theater Army also coordinates with Host Nation Petroleum Suppliers, if available.

For bulk petroleum, the TSC prepares plans, policies, and procedures. The TSC establishes reporting procedures. The TSC reviews requirements/projected requirements, establishes stockage levels, and coordinates throughput delivery.

Fuel forecasts and status reports forwarded to the TSC by the Corps, the Area Support Groups, the Petroleum Group/Petroleum Battalion, and other supported activities are consolidated, reviewed, and projected requirements are passed to the JPO. In this process the MMC records consumption data and coordinates with the Petroleum Group/ Petroleum Battalion to program future requirements.

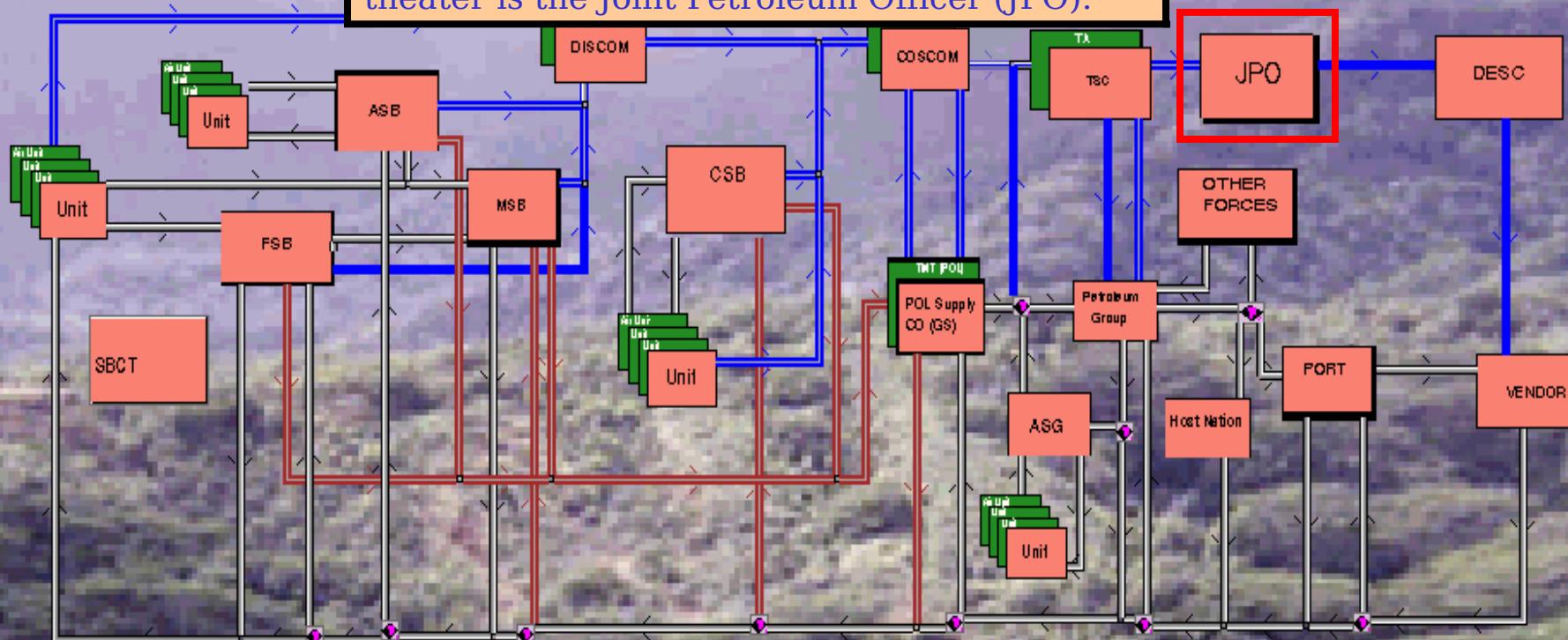
The TSC MMC provides distribution direction to the Petroleum Group/Petroleum Battalion for distribution of available petroleum stocks in accordance with theater prioritization guidance.

To support reporting requirements for POLCAP, REPOL, and other reports, the TSC consolidates, reviews, and forwards to the JPO required bulk petroleum reporting data.



Division Corps Theater Industry

The key entity for fuel determination in the theater is the Joint Petroleum Officer (JPO).



MONDAY, 3 Feb 2003 4:00:00 AM

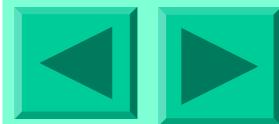


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MESSAGE-BOARD

Joint Petroleum Office



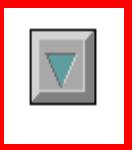
JPO-1



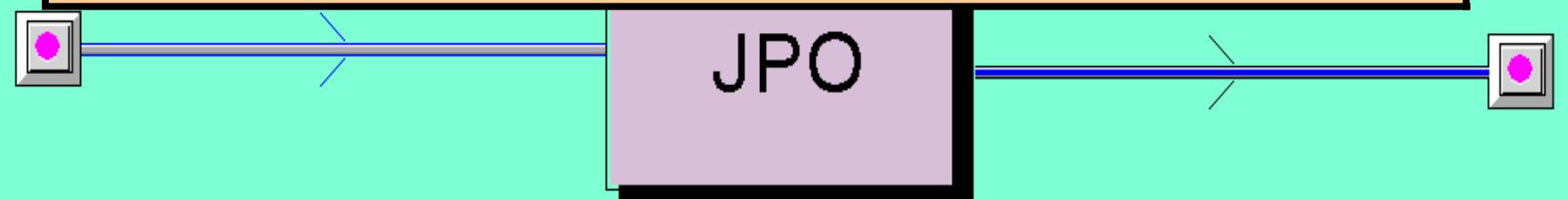
JPO-2



SLATING



The JPO works in the J4 section of the Theater Combatant Commander. The JPO office consolidates all requirements for the theater by service and determines if there is enough assets on hand to support what each service projects it will need. Additional detail on the functions of the JPO are shown by clicking on the red boxes.



MESSAGE-BOARD

JPO



Commanders of Unified Commands through their Joint Petroleum Offices (JPOs) plan, manage, and coordinate for the receipt, storage, and distribution of bulk petroleum in the theater in coordination with DFSC.

The JPOs ensure fuel requirements, operations, and constraints are addressed in OPLANS. The petroleum annex of an OPLAN covers theater wide fuel requirements, resupply, and distribution. The JPO assesses Host Nation and other potential capabilities and integrates them into appropriate plans. The Inland Petroleum Distribution Plan (IPDP), published as an annex to the OPLAN Petroleum annex, or as a separate document, forms the tactical basis for petroleum operations.



Based in the OPLANS, the Army Petroleum Center (APC) computes War Reserve bulk requirements which are forwarded to the JPO. The JPO coordinates and reconciles the data prepared by APC and other Service SCPs for overseas locations. The JPO identifies storage locations for the computed War Reserves and forwards the requirements to DESC for development of the Inventory Management Plan (IMP).

JPO Continued



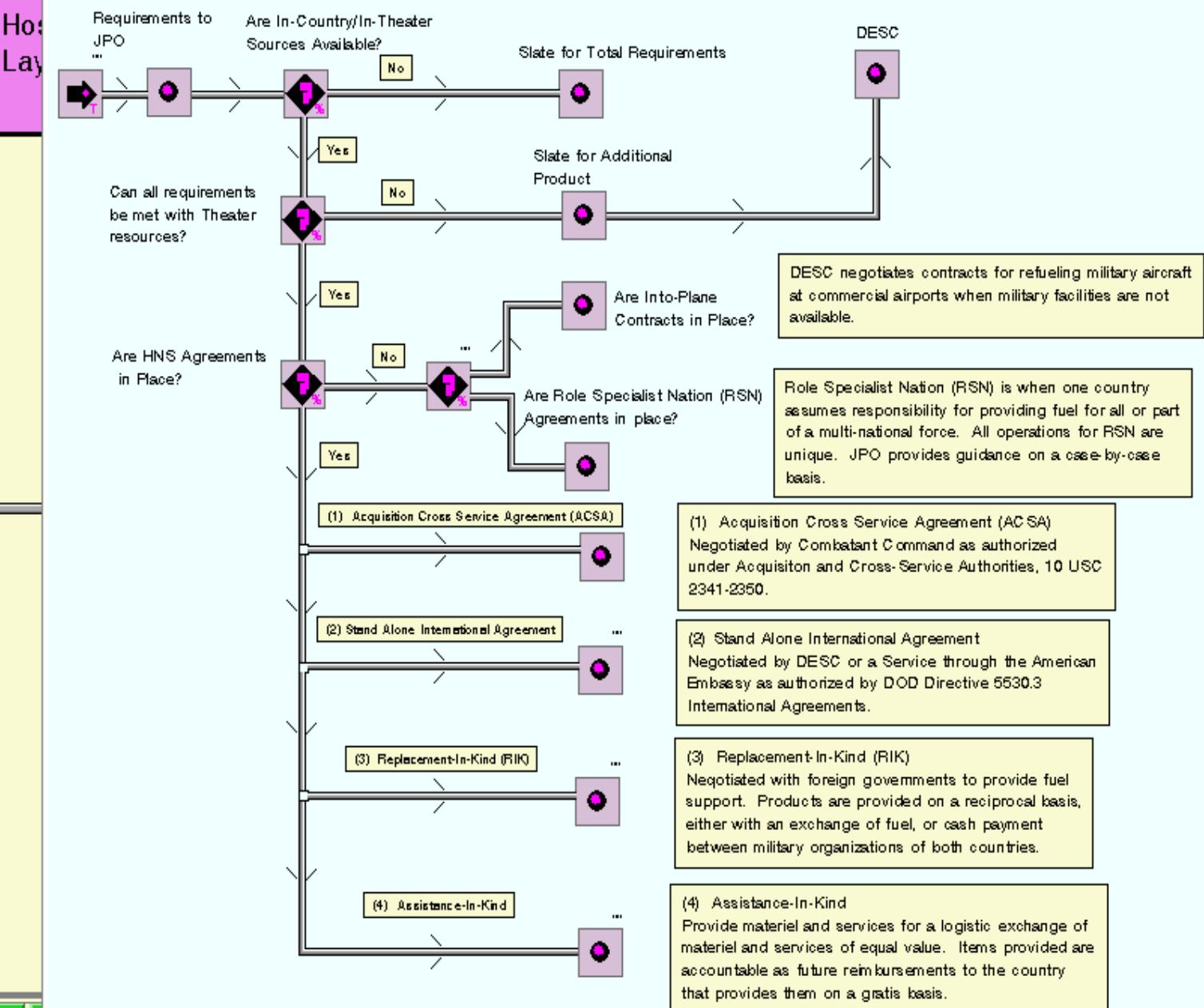
The JPOs plan, prepare, and submit bulk petroleum slating requirements for their theaters. (The slating process, to include the JPOs functions in the process is addressed separately.)

JPOs prepare and submit Bulk Petroleum Capability (POLCAP) and Bulk Petroleum Contingency Reports (REPOL), which provide the Joint Staff, Military Services, and DESC essential petroleum operations and readiness information.



JPOs allocate Bulk Petroleum among component commands to ensure priority operational commitments are supported when stocks are less than required. JPOs also authorize the release/reallocation of Bulk Petroleum War Reserve Stocks (BPWRS) in an emergency/war.

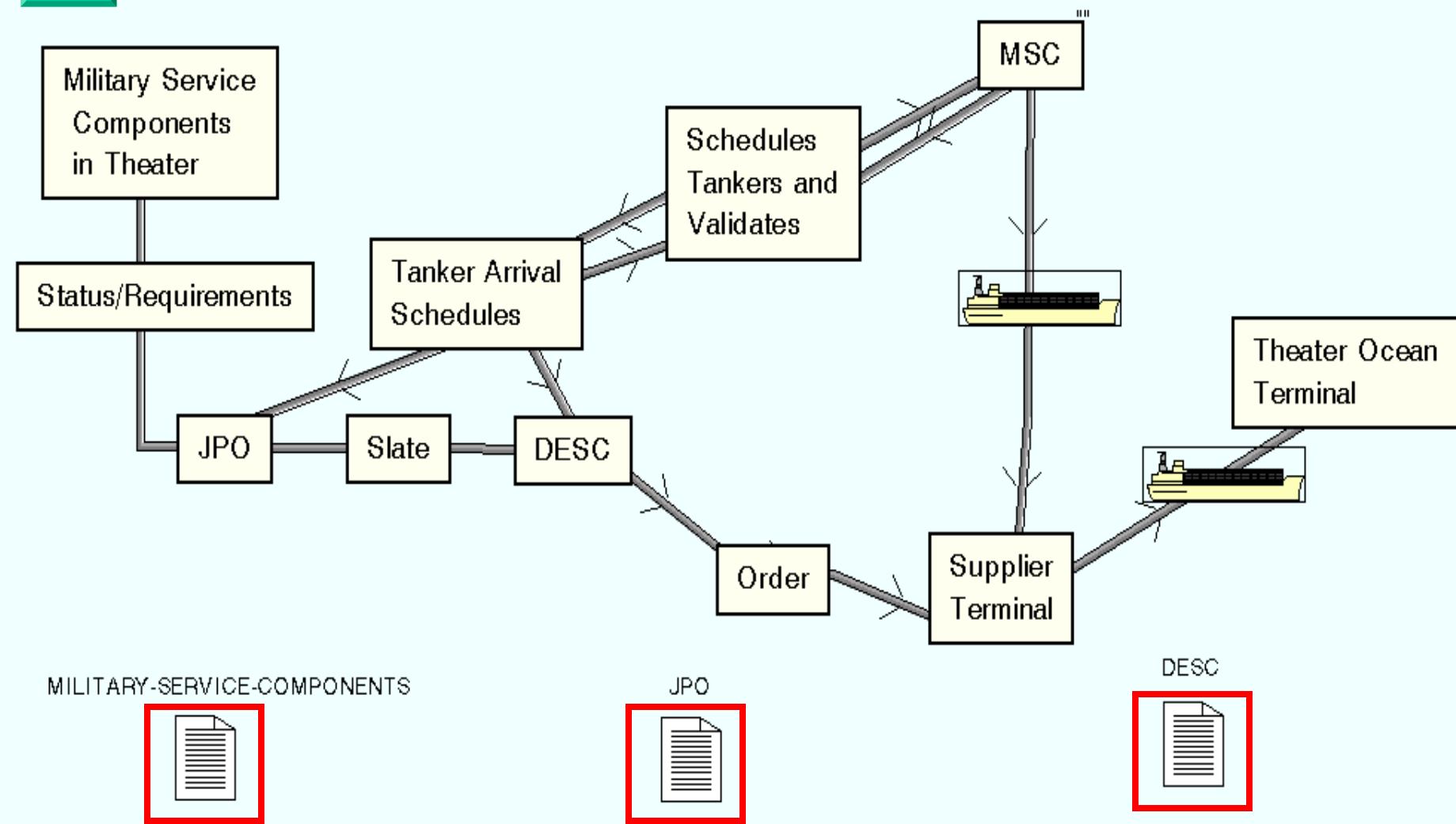
Host Nation Petroleum Process



ry



SLATING



MILITARY-SERVICE-COMPONENTS



JPO



DESC





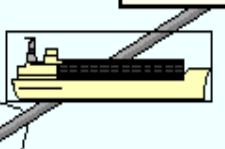
Military Service Components

Component Military Services report fuel status, forecasts/requirements to the JPO.

The Services support the JPO in POLCAP and REPOL reporting requirements.

During contingency Operations, Component Commanders submit slate requirements for D+60 to D+180 in 30 day increments to the Unified Command JPO.

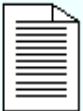
Theater Ocean Terminal



MILITARY-SERVICE-COMPONENTS



JPO



DESC





JPO

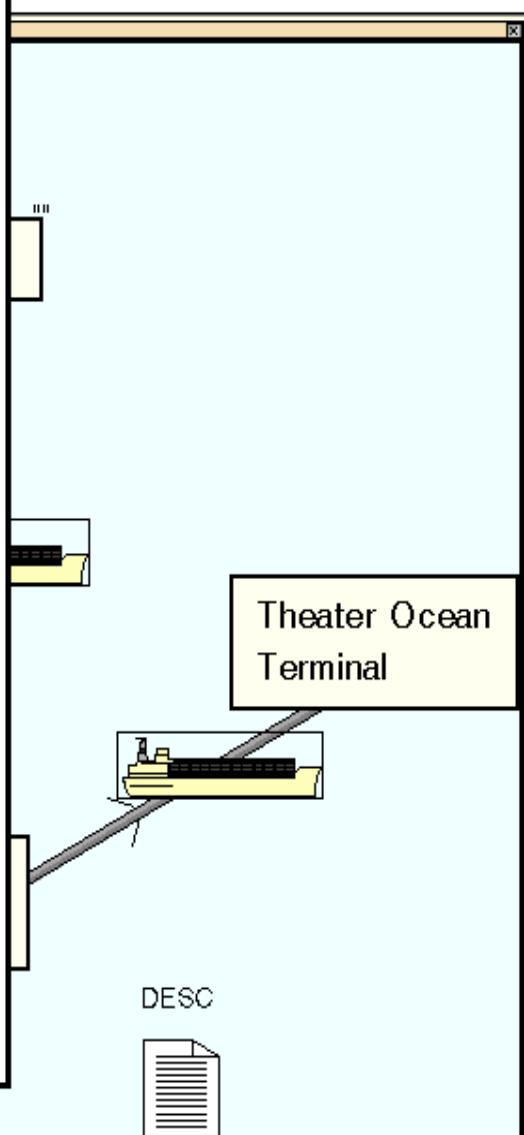
JPO/SAPOs plan, prepare, and submit slating requirements to DESC. Slates represent coordinated requirements for the Military Services.

Slates indicate the time period when resupply is required and amount of product for a terminal.

Slates include delivery data for fuel to be obtained from other sources (pipeline, barges, etc.).

Slates are reported to DESC monthly for a 4 month period (current + 3) on the Bulk Petroleum Product Slate (RCS: DLA (M) 1881-DFSC)

During contingencies/war, JPOs slate emergency fuel requirements. The initial report is for D+60 to D+180 in 30 day increments.



DESG



MESSAGEBOARD



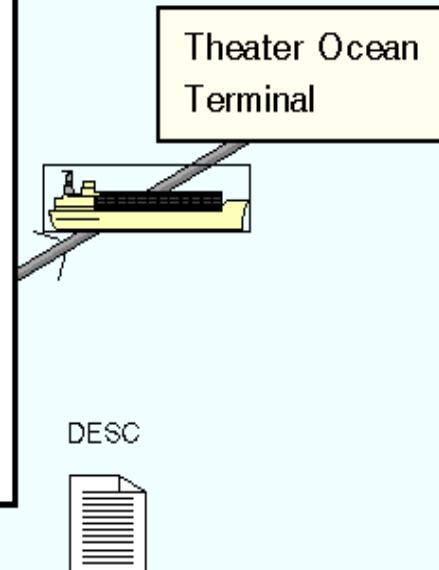
DESC

Slates reported by JPOs are consolidated and used by DESC in developing cargo schedules and coordination with Military Sealift Command (MSC) for tanker deliveries.

DESC orders/contracts for fuel to be transported by tanker.

Shipping and ordering arrangements are normally made 30 to 60 days in advance of delivery. Shipping instructions for the current and following month will have been issued prior to receipt of the monthly slate.

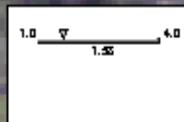
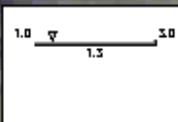
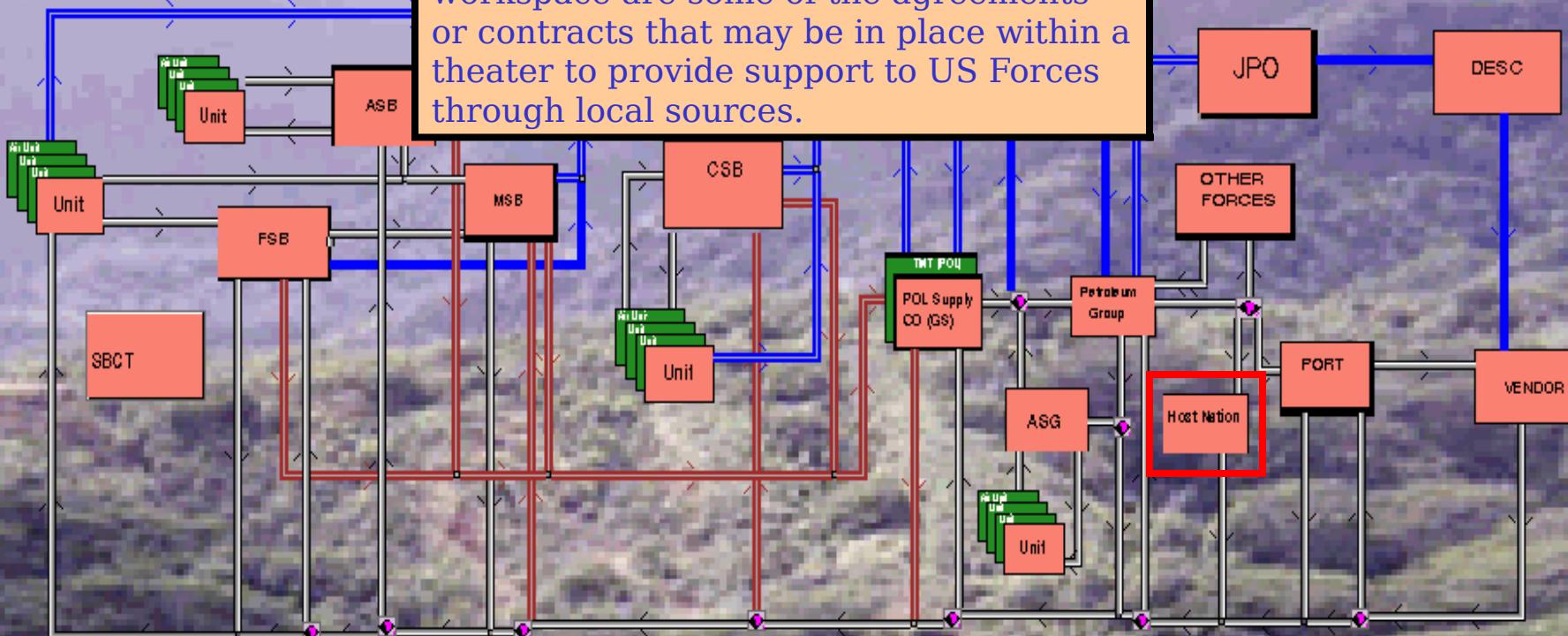
DESC provides JPOs with daily and weekly tanker arrivals schedules for their ocean terminal.





Division Corps Theater Industry

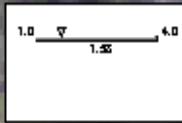
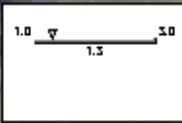
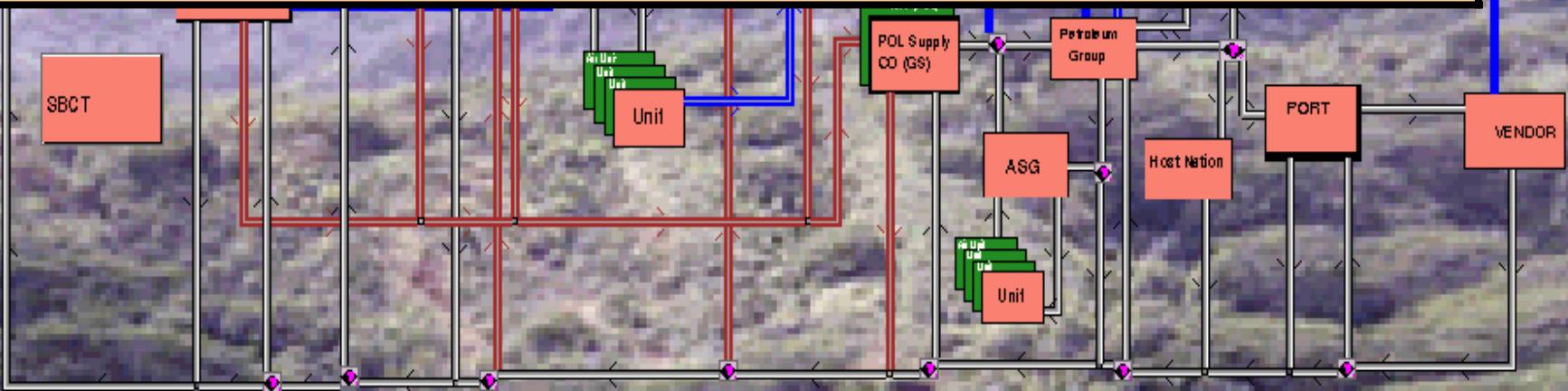
Reflected within the Host Nation workspace are some of the agreements or contracts that may be in place within a theater to provide support to US Forces through local sources.



Petroleum support in undeveloped theaters may rely on the Offshore Petroleum

Petroleum support in undeveloped theaters may rely on the Offshore Petroleum Discharge System (OPDS) in conjunction with the Inland Petroleum Discharge System (IPDS). The OPDS has the capability to pump petroleum product from a tanker to shore through either an underwater or above water hose-line. The IPDS receives the product into a tactical petroleum terminal and moves it through tactical pipeline or other means to where required.

This concludes our overview of bulk petroleum support within a notional tactical theater.





Model Characteristics

OBJECTIVE:

- To capture the U.S. Army's end-to-end Class III logistics process in a visualization model. To measure the consumption and operational constraints on the delivery of fuel based on changing resources, operational budgets, unit size, distance, and days in operation.

APPROACH:

- Develop the Class III Model to reference the real world aspects of the U.S. Army's petroleum process and clearly demonstrate the usage and the accountability of fuel.

CAPABILITIES:

- Variables within the model such as organizational size, number of organizations, distance, support organizations, refueling equipment, constraints on delivery time, consumption factors and other values can all be adjusted to obtain output data. Output data from the model based on run time can be collected on Excel Spreadsheets to exhibit multiple data elements in a variety of fields, for example:

1. Beginning Inventory
2. Fuel on hand
3. Fuel received
4. Fuel issued
5. Cost of fuel both issued and received
6. Ending Inventory



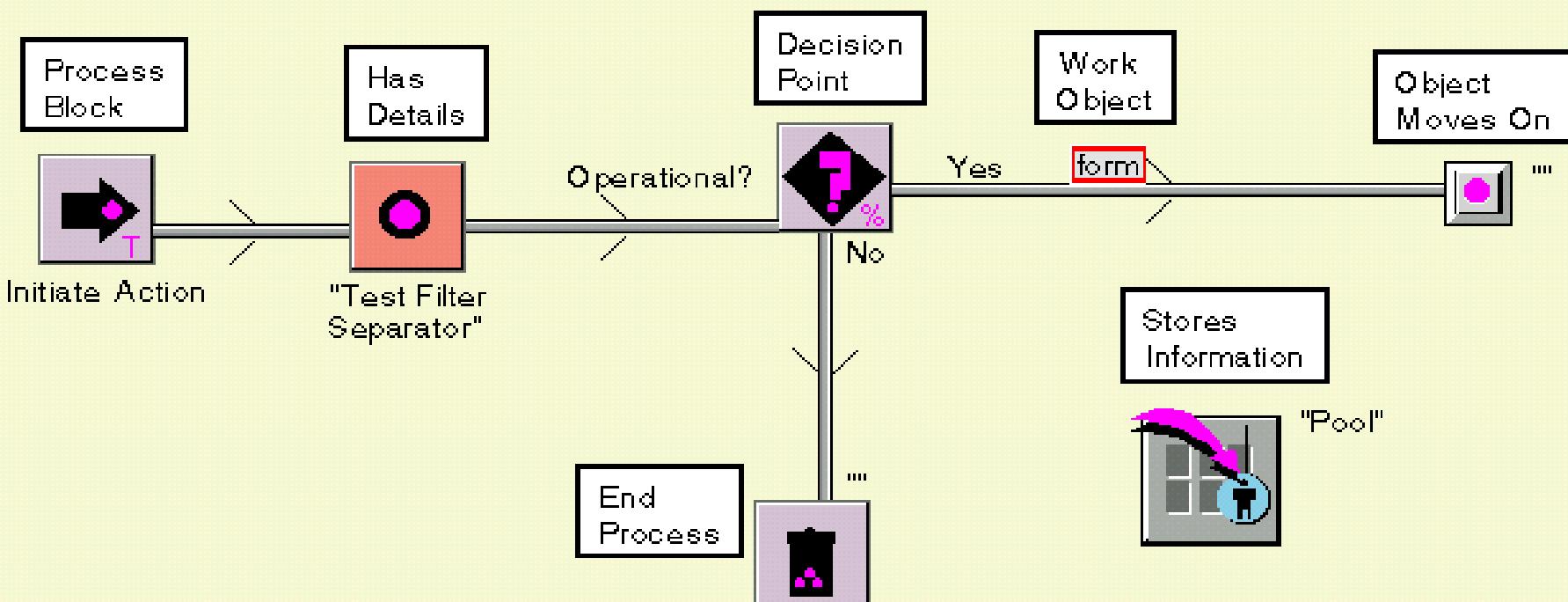
Class III Process Explanation

Process blocks represent steps in the process.

Work objects flow between process blocks.

When a work object reaches "the end" of a workspace, it moves to another workspace.

Salmon-colored blocks contain detail of tasks on a separate workspace.





Class III Legend

Description of Working Objects Produced by The Model.



STOP

DA 3644

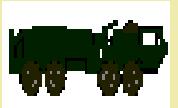


H MM W V
Operator/Customer

DA Form 3644,
Monthly Abstract of
Issues.
Used to compile all
entries from the Daily
Issue Register for the
month. This form is
updated daily.



Monetary obligation.
Generated to fulfill
financial obligations
for POL delivery.



M978 HEMTT
Bulk Fuel All-Terrain Vehicle
Has tank capacity of 2500 gallons

Electric Key

Electronic Key
Automated Process.
Functions as an computerized
DA Form 3643.

DA FORM
4702-R

(MBPAS)
Monthly Bulk Petroleum
Accounting Summary.
Used by units to record
receipts, issues, and inventory
gains and losses of POL.



Military refueling Vehicle 5000
gallon tank fuel capacity.

Credit
SLIP

Receipt generated from
the Fleet Credit Card used
for POL Purchases off post

ADJUSTMENTS



Text Describing Policy.



Commercial Refueling
Vehicle

Fleet Card Report
Monthly

Fleet Card Monthly Report
submitted monthly to reflect
total Fleet Card Purchases.

Air Unit
UNIT
UNIT

Salmon Colored Blocks can
contain several layers of information,
in order to depict meticulous detail



Tracked Vehicle
Representation.

Bulk Fuel
Request

DA Form 2765-1,
DD Form 1348, etc.
Bulk Fuel Request
Submitted to replenish
fuel requirements.

UNIT

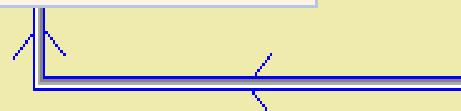
DA 3643

DA Form 3643
Daily Issue Register.
Records all issues
into a consumable unit

DD 1155

DD Form 1155
Used to contract
for bulk fuel requirements
from commercial sources.

Blue colored paths depict record-keeping
and fiscal interaction at the wholesale level.
Gray paths will support Both paper and vehicle
travel from one agency to another.





Glossary of Acronyms

A LTA	G2 Modeling Text not acronym	DISCOM	Division Support Command	PC&S	Post, Camp and Station Program
ACR	Armored Cavalry Regiment	DLA	Defense Logistics Agency	POLCAP	Bulk Petroleum Capabilities Report
ACSA	Acquisition Cross Service Agreement	DMMC	Division Materiel Management Center	PORTS	Paperless Ordering & Receipt Transaction Screens
DOD LISTING	Automated Data Processing Listing	DOD 4140.25M	Management of Bulk Petroleum Products	PORTS	Paperless Ordering & Receipt
APC	Army Petroleum Center	DP	Distribution Plan	RCS	Report(s) Control System
API	American Petroleum Institute	DP	Distribution Plan	RCS	Report(s) Control System
					Reporting Emergency Petroleum Oils, and Lubricants; Petroleum Damage and Deficiency Report
ASB	Aviation Support Battalion	DPA	Distribution Plan Authorization	REPOL	
AVFUEL	Aviation Fuel	DPA	Distribution Plan Authorization	RIK	Replace-In-Kind
AVGAS	Aviation Gas	DRMO	Defense Reutilization Marketing Office	ROM	Refuel On the Move
BWRS	Bulk Petroleum War Reserve Stocks	DRMO	Defense Reutilization Marketing Office	RSN	Role Specialist Nation
BRRP	Brigade/ or Battalion Rapid Refueling Point	DS	Direct Support	SAPO	Sub-Area Petroleum Office
BSA	Brigade Support Area	DSU	Direct Support Unit	SIOATH	Source Identification Ordering Authority
CIS	Contract Information System	FARE	Forward Area Refueling Equipment	TDA	Table of Distribution & Allowances
CLIN	Contract Line Item Number	FARP	Forward Arming and Refuel Point	TO&E	Table of Organization & Equipment
COSCOM	Corps Support Command	FOB	Free On Board	TPT	Tactical Petroleum Terminal
CRP	Company Rapid Refueling Point	FOB	Free On Board	TSC	Theater Support Command
CSB	Corps Support Battalion	FSB	Forward Support Battalion	USAPC	U. S. Army Petroleum Center
CSS	Combat service Support	FSSP	Fuel System Supply Point		
DADS	DFAMS Asynchronous Dial-up System	GS	General Support		
DASB	Division Aviation Support Battalion	HTARS	Hot Tactical Aircraft Refueling Systems		
DCMC	Defense Contract Management Command	IAW	In Accordance With		
DESC	Defense Energy Support Center	IMP	Inventory Management Plan		
DESCI 4220.1	Requirements Submission Schedule for Energy Commodities & Related Services	IPDP	Inland Petroleum Distribution Plan		
DFAMS	Defense Fuels Automated Management Systems	IPDS	Inland Petroleum Distribution System		
DFSP	Defense Fuel Support Point	J P8	Name of multiple equipment Fuel Blend		
DIC	Document Identifier Codes Transaction Screens	J PO	Joint Petroleum Officer/Office		
P20	Contractor Shipment	LOC	Line Of Communications		
P21	Shipment to a Service or Agency	LOGPAC	Logistics Packages		
P22	Shipment to a DFSP from a DFSP	MBPAS	Monthly Bulk Petroleum Accounting Summary		
P2B	Defuel	MIPR	Military Interdepartmental Purchase Request		
P30	Receipt from Contractor	MIPR	Military Interdepartmental Purchase Request		
P32	Receipt by a DFSP from a DFSP	MMC	Material Management Center		
P41	Physical Inventory	MSB	Main Support Battalion		
P42	Inventory Adjustments	MSC	Military Sealift Command		
P43	Condition/Identity Change	OPDS	Off-Shore Petroleum Distribution System		